

# THE AMERICAN NEPTUNE

A QUARTERLY JOURNAL OF MARITIME HISTORY



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**F**OR some months past the length of articles published has correspondingly reduced the space available for Notes, Documents, Queries and Answers. The present issue consequently contains a compensatory variety of these features, the most extensive of which is the translation by Mr. G. R. G. Conway of Mexico City of a series of depositions relating to the discovery of the Solomon Islands by the Spanish expedition commanded by Alvaro de Mendaña. Mendaña, a nephew of Lope García de Castro, Governor of Peru, had set out in 1567 to discover islands and the continental lands of the South Sea. In the course of his voyage he encountered the group, now thoroughly familiar to all Americans, which came to be called the *Islas de Salomon* because of their reputed riches. Several years later, in response to the desire of Philip II to be informed concerning the discovery of the islands and the benefits that might be obtained from having them conquered and peopled, testimony was obtained from certain members of the expedition. In June 1573, Dr. Barros, Judge of the Royal Audiencia in the city of La Plata (now Sucre in Bolivia), prepared a questionnaire for the examination of the available witnesses. The depositions made by Francisco Garcia Tariño, Diego de Aguilar, Manuel Alvarez, Martin Alonso, Pedro de

*Castro and Juan de Mendonça in regard to these questions are here published.*

*Although the present Queries and Answers section contains a piece of information requested as far back as April 1942, the Editors have been somewhat disappointed during the past five years by the small number of Answers received in relation to Queries printed. It is probably true that the average inquirer submits his request for publication in the NEPTUNE only after he has canvassed his friends and exhausted the resources of the museums and libraries, and so is seeking the answer to the unanswerable. In this issue, however, Mr. Frederick Pease Harlow, whose experience in sail reaches back some seventy years, nibbles at the bait thrown out by Captain Morison in his review of Joanna Colcord's Sea Language Comes Ashore, and offers certain definitions in the pronunciation of the different points of the compass. Are there not other readers who might use this section for the recording of similar details of their own experience at sea, or for the nursing of friendly controversies which would result in the printing of valuable information that is at present only preserved in their own memories?*





## *Bonaparte Toscan and the Cuban Pirates*

BY KENNETH SCOTT

IN the year 1823 piracy was rife in the West Indies and off the Florida coast. Between the time of the cessation of hostilities in 1815 and April of 1823 more than three thousand piratical acts were recorded.<sup>1</sup> The robbery of vessels and maltreatment of their crews caused American business men to appeal to Congress for vigorous action to suppress the pirates, and early in 1823 Commodore David Porter took command of a squadron in the West Indies.<sup>2</sup>

At about this period one Bonaparte Toscan of New Hampshire fell into the hands of the pirates, and the story of his sufferings at their hands is the subject of this paper. His case is typical of piratical cruelty, and the details of his adventures have been preserved in an unusually graphic and sprightly narrative from his pen.

Bonaparte was the son of Jean Toscan, French Vice Consul in Portsmouth and Elizabeth Parrott. Like his three brothers he spent his life in seafaring and at the time of his encounter with the freebooters he was master of the brig *Gossypium*, which had been built at Kennebunk, Maine, in 1811 and new topped in 1821. On 29 October 1822 she sailed from Gloucester with her captain and a crew of ten, Benjamin Millet, James Elwell, Pliny Davison, Pasqualle Rollar, Samuel Thomas, Daniel Hartley, William Leonard, William Wilson, John Driskill and Fitz William Winter. They were bound for New Orleans, thence for Europe, and then back to America. This cruise ended in New York, where they were paid off on 21 March 1823, but they apparently set out at once for New Orleans.<sup>3</sup> It was on this trip that the adventure presently to be related befell the master of the *Gossypium*.

<sup>1</sup> *Niles' Weekly Register*, 19 April 1823, p. 98.

<sup>2</sup> Gardner W. Allen, 'Our Navy and the West Indian Pirates,' *Essex Institute Historical Collections*, LXIV (1928), 357.

<sup>3</sup> Cf. Shipping paper of the brig *Gossypium* among the Toscan papers (unpublished) in the New Hampshire Historical Society. This document and others from the *Toscan* and *Parrott* papers are here published by the kind permission of Mr. Elmer Hunt, director of the society.

In New Orleans on 17 April 1823 Bonaparte wrote an account of his experiences to his cousin, Robert P. Parrott,<sup>4</sup> a cadet at West Point, who about 1860 invented the famous Parrott gun, used largely in the Civil War. The letter, forwarded by the brig *Emma*, reached New York on 15 May, and, preserved for more than a century, is among the *Parrott Papers* in the New Hampshire Historical Society in Concord.

'By a packett,' writes Bonaparte, 'which parts tomorrow for N York I embrace the opportunity my dear Robert of informing you of my arrival at this place. In wishing to correspond with you I looked but for the pleasure of hearing of each others good health & happiness & of receiving expressions of a mutual interest for one another's welfare. But fortune it would seem has kindly come to my assistance for fear I might be tedious in telling you that of which I hope you are already well convinced. You perhaps have heard with the usual exaggerations that a brig *Gossypium* one Toscan master has fallen into the hands of the Pirates. That I have been initiated in all the mysteries of the Knights of the Flame Colored Banner is very true and supposing you may be entertained in hearing the particulars of what a sailor might call a *Piratical Overhaul* I will endeavor to describe to you the whole process. Yet did I not know you will take a brotherly interest in whatever concerns me I would not care to trouble you by particularising; for my scrape is but light & trifling in comparison with the enormities which have been committed upon others.

You must know then that on the 7<sup>th</sup> day of April AD 1823 at 9 A.M. the day delightfull, the wind fair & our vessel about ten or twelve miles from our port (Havana) we descried a schooner at considerable distance standing towards us, which from her rapidity of sailing & the number of men on deck we were convinced could be no other than one of Com. P.'s<sup>5</sup> squadron and were all mightily pleased to meet one of them at last. Even a young Spanish gentleman, Passenger on board, ventured for almost the first time to come on deck to view the pleasing sight. Indeed that morning I had been writing to one my dear Robert who is mutually dear to us, congratulating her & myself with the idea of bring in the Havanna in two hours without seeing or hearing anything of those Pirates which had caused so much anxiety. But it seems I reckoned without my host, for presently on her nearer approach we perceived the vessel had a blueish flag flying which threw us all into a strange quandary; but before we had time to ruminate on our situation she had neared us within hailing distance, gave us a gun & ordered our maintopsail to be thrown aback. This not being performed with the celerity he seemed to require he gave us another gun, when as the song says "Up went the red flag, down came the blue," and in a voice 1/2 English 1/2 Spanish 1/2 French (for I assure you it sounded to me like a voice and a half) he ordered my boat to be sent on board. At this time he was pistol shot under our lee with about 40 men arranged fore & aft each with a musket aimed & ready to fire. I could no longer doubt his real character & a momentary thought of resistance entered my mind, but when I considered that the only musket on board was an old rusty one belonging to the cook, & that the nearest approach to anything like gun-

<sup>4</sup> Robert was the son of John Fabyan Parrott, United States Senator from New Hampshire.

<sup>5</sup> Commodore Porter.

powder were the brimstone matches with which he lighted his candles, I concluded with Falstaff that discretion would be the better part of valor & conceiving that danger was sooner past by meeting it half way than by letting it overtake one I went in the boat myself. I leaped on board him as lightly & with all the unconcern I could assume when I immediately found myself shackled in the rough grasp of half a dozen ferocious looking fellows each with a dirk or knife at my throat, head, heart & where not. Among the number were two who seemed to be chiefs among them. In broken English they demanded where I was bound? "To Havanna" was my reply. "What have you for cargo?" "Nothing but Ballast." "Then where is your money to buy your cargo at Havanna?" "I have none." "You are a damned liar" was the general exclamation and immediately a volley of blows from musket butts, dagger hafts & the backs of broadswords brought me to the deck. What in the name of fantasy at that moment induced me to exclaim "Doucement Messieurs s'il vous plait" I cannot tell but so I did. Upon which the one who seemed second in command approached me & said "Vous parlez Français donc, dites moi en verité que vous avez de l'argent à board et je serai votre ami." "Oui monsieur" I said to him "je vous dirai vraiment que j'ai environ quatre vingt piastres." "Vous mentez—allez à l'enfer" roared he in a voice of hell and at once, with the rapidity of a weavers shuttle I was passed through their hands each making a pass at me with his knife or fist or foot (indeed poor Pilgarlic never saw the like before) till I arrived at the Mainhatch down which, only consulting the laws of gravitation they pitched me headlong well knowing I should forthwith reach the bottom. Fortunately like George the 3<sup>d</sup> in tumbling from his horse, I lit upon my head, whereby no doubt I saved bruising my shoulder. I had but well gathered myself up before I was followed by four others (who however took the precaution to descend a different way) attended by the one speaking French. The four immediately confined me while the other approached me & said "Je connais bien que vous avez de l'argent à board; le capitain d'un battiment que nous avons brulé hier, nous a dit que vous en avez beaucoup; si vous m'en donnerez le tout, je vous epargnerai la vie, autrement je vous couperai la gorge." To which I replied in the same language for I never on any occasion found even English words come so readily to utterance "Il faut donc que vous me tuez. Foi de gentilhomme je n'ai que quatre vingt piastres" "Mourez donc" said he & gave me a blow between the eyes that make all glimmer again & going to a small bag he took from it about a dozen dirks & choosing the sharpest he came towards me with all the ferocity he could assume (for as if by intuition I could percieve it was assumed for at this moment every perception seemed to awake to watch each motion of the eye or feature) He however made a pass or two at me & I must do him the justice to say he shaved as close without touching as one could wish, till at length he pinned me through the jacket & shirt to a keg of lard with which the vessel was loaded. And now his affected stage playing fury began to abate & his countenance, in spite of all his endeavors (strengthened by a tumbler of raw rum with which each had fortified himself as we came on board) began to relax & I said to him "Songez vous que je perdrais la vie pour de l'argent." "Oui sans doubt," replied he, "tous les Americains iroient à l'enfer pour quinze gourds."<sup>6</sup> "Mais," said I, "je ne suis pas tout à fait Americain."

<sup>6</sup> The *gourde* was a Haitian coin.

"Peut-etre vous etes Français donc—moi je suis Genoïs" replied he & my man began to grow quite companionable, observing he had been considerably in France, where he had a wife had been engaged in his present profession about a twelve month—asked me my name—if I were married et cetera & at this last interrogatory I must confess myself guilty of a falsehood it sounded so pleasant to say—"Yes," besides supposing he would think I should be more averse to leaving this world at present & should at once confess I had money if it were so. But beginning to grow tired with his clack & liking to have a pass at him by words if I could not with sword, I observed I had a sailor on board who was a Genoese as well as himself & more than that he was a *very clever fellow*. To which he replied—that might be very true but for himself said he resuming all his former fury, "I am a Devil & will cut your throat by God or have your money"—& he again began the play of the dagger till he was interrupted by the Pirate in chief who proposed going on board the Brig, hang the Capt. & burn the vessel & all hands. Knowing that "*delays are dangerous*" and that I should probably fare worse by any thing like concealment & wishing to make one job of it I said at once that I was Capt. At which they all set up a yell or war hoop like so many Indians surrounding a victim at the stake and a dozen grim looking hellcats laying hold of me fastened me to a large gun & the capt. raising a rope began a discipline which I'll assure you had not the least tendency to make my skin softer or more delicate. But not seeming to flinch he attempted to—*off jackett*—but not coming so easily as he could wish he introduced a sharp dirk or stabbing knife under the collar of my shirt & ripped shirt jackett & all down as adroitly as the most expert fisherwoman would strip an eel. At this moment considerable excitement was occasioned on board by the man at mast head saying something of a vessel in sight & of Com. P. squadron. This seemed to add fresh fury to their animosity for the Capt. now gave his blows with redoubled vigor exclaiming at each "*Esta para el Capitano Porter esta para el Peacock*"<sup>7</sup> so that I actually run the gauntlet through his whole squadron & every capt. under his command. Not being able to exert a confession of money (the very best reason I had none) he called for a large lump of a sword & raising it with both his hands, swore by the living God he would sever head from body did I not forthwith acknowledge I had fifteen thousand dollars. Oh Robert I had born the idea of being stabbed with resolution, I may say with coolness, but to be beaten & thus beaten like a culprit had nearly broken my spirit & turning my eyes up to the weapon while my head was confined to the gun I murmured—"qu'il descend" & for the moment I forgot almost every thing in this world & wished it, but the wish was but momentary. The capt. now threw away his sword & while some unbound me others rove a rope at the mast-head and made with it a neat easy runing knot vulgarly called a hangmans which the capt. seizing passed over my head *en maître* & claping his foot against my breast gave it quite an ungentele jamb; in the same instant two stout looking fellows run me up hand over fist; how high I cannot say, nor does it matter much, for no sooner had my feet left the deck than I found myself going—going—going—going—*Gone*. How long I was absent I do not exactly know but when I came again I found myself in the lee scuppers as limber & soaked as a stocking from a wash-tub; hence I concluded they had been giving me a sea bath which was actually the case for after mast heading me

<sup>7</sup> The *Peacock* was one of the ships of the American squadron.



they let me drop over-board like a deep-sea lead. It is usual to rinse a thing and *then* hang it up to dry, but these innovaters seem to be overturning all order. I was again chucked into the hold as uncerimoniously as before; the Genoese informing me men had been sent on board to tie all hands, & set fire to the vessel. I by this time felt quite a philosophical indifference about such worldly affairs and began, it being now about dinner time, to feed upon some bananas I happened to find in the hold at the same time thanking him for a small bit of biscuit, which in good faith was given to me, at the same time throwing me the remnant of my jacket. Charitable indeed! I was hungry they fed me—naked & they cloathed me. After this I was left unmolested for about an hour—endeavoring at intervals to snuff the smoke of my vessel or hear the crackling of her masts or the yells of my roasting sailors. At length I heard a boat coming along side & presently after came tumbling into the hold, coats, shirts, pantaloons odd boots, shoes & stockings & last of all half drowned ducks & hens. I really thought they looked wistfully at me & I could not help saying to them "Poor Devils you've fared little better than your master." Shortly I was ordered on deck & then into the boat, so with a piece of biscuit in one hand & an half eaten banana in the other I was proceeding to take my departure when with true Yankee observance I bethought myself of a sealskin cap I had lost in the beginning of the fray. I very politely asked my friend the Genoese pour mon chapeau. "Voulez vous votre chapeau," said he. "Oui, monsieur," I answered, "mon chapeau de poil." "Avec beaucoup de plaisir," replied he, "je vous donnerai votre chapeau," & aimed at my caput a blow with the ramrod of a 9 pounder which had it taken effect would have forever relieved me of the want of its covering. Luckily I dodged it & not wishing to wait for a second bidding to enter the boat I made a running leap over the vessels side into it which being shoved off I was soon in a fair way for my own vessel which I still saw staunchly riding the waves, but I could not help turning to wave adieu to my hospitable entertainers. On getting on board I there found about a dozen fellows rumaging about for little odd things. Among others was one at which nothing but *my good manners at the moment* prevented my laughing. My mate had somewhere bought an image of a jewish pedler carved in wood about 10 inches long. On my coming on board what should I see but the Israelite peeping out of the leg of a boot where some of the rascals had put him for the convenience of carying off. They soon all left me & then "Richard was himself again." I have observed I had a Spanish passenger, he was a young gentleman about my own age with considerable property on board besides 500 dollars in cash. Him they treated with every mark of respect & when in his first fright he tendered the Pirate his money by handsfull he refused to touch a cowny—urging him to leave the vessel with his servant & baggage, promising to convey him by land to the Havanna—saying it was their intention to set fire to the vessel. This he made some show of objection to, upon which they observed that for his sake they would spare the vessel but advised him never again to take passage with an American, the Capt. saying it was not money but *revenge* he wanted that he scorned the life he led—that he never was born for it but that the vilany of Americans had reduced him to begary & broken a young wife's heart—that he once was independent in Pensacola with much other romantic high flown language which might be true & which might not. His features & their peculiar expression I never shall forget. Such an expression of deep fixed hatred & black revenge! Such deep

felt satisfaction, such a luxurious delight as he seemed to take in each humiliating, ignominious stripe he gave me, unmixed & unalloyed with anything sordid or thievish that by my soul I could not but respect him, for it seemed to be his peculiar pleasure to beat one like a culprit in lieu of stabling or shooting like a gentleman which seemed to prove the ingenuity of his mind in the art of torment. He said but very little & seemed *on the whole a gentleman*. All my crew were soundly drubbed one hanged till he was apparently dead & two were badly wounded in several places one of whom is yet in a bad way.

Notwithstanding all this, most unaccountably I felt never the worse for it; to be sure I was a little sore for a day or two & somewhat stiff about the neck which is quite over now only I have or seem to myself to have such a cursed hanged look that I can scarcely hold my head up in the street. But my dear Robert tis not what I have suffered that concerns me but O when I think of those at home when they come to hear of it with all the usual exaggerations backed by the recent murder of Capt. Blunt I must confess it makes me unhappy indeed. I have written home repeatedly. I hope my letters have all reached. I have since my arrival here heard repeatedly I was wounded which is altogether an untruth. I have not even one single scar to show which I should not so much regret either

I hope you may sometimes be able to visit the consecrated cherry tree. I often think of it & my dear Robert the day I spent at West Point is among those on which my mind delights to dwell with the purest & most unmixed delight. May we enjoy many such & may we soon meet again. Be particular in remembering me to your room mates Mr Carter & Mr Taylor & Mr Bartlett & to Whipple Harris. I shall leave here in 10 or 12 days at farthest I hope—but do not go way unarmed & I can only say should I meet with any of my former acquaintances I will not hang one of them.'

The day before he composed his lengthy account for Robert Parrott Bonaparte had written a brief note to his aunt, Mrs. Eliza Parrott, in Gloucester. Therein he sought to allay any anxiety she might feel because of exaggerated reports of what had transpired. Indeed, Bonaparte states that he is 'truly sick at heart' at the thought of the pain that those who are most dear to him must experience at the news of his having been taken by pirates. He reassures his aunt that he is none the worse for encountering the marauders and that he has not even one scar to show, 'which,' he adds, 'I can't say but I somewhat regret for I could have bourn to be stabbed or shot like a gentleman but to be beaten like a culprit hanged like a criminal & drowned like a witch is too bad & believe me dear kinsfolks your kinsman shall never be dishonored in like manner while he has a drop of your blood in his veins.'<sup>8</sup>

Bonaparte's determination not to be dishonored a second time at the hands of the freebooters resulted in most practical measures in case of another overhaul. While waiting at Belize at the mouth of the Mississippi

<sup>8</sup> The letter to Mrs. Parrott, dated New Orleans, 16 April 1823, was forwarded by the *Phoebe Ann* and reached New York on 4 May. It is among the *Parrott Papers*.

for a favorable wind he took the occasion to communicate again with his cousin at West Point. In his letter he writes:

'I hope in three or four days to be in the vicinity of those water Demons ycleped Pirates. I think I shall not condescend to talk French with them but make use of two powerfull interpreters I have provided myself with to convey my meaning in case they wish to hold parlance with me. Or to speak without mataphor I have on board 2 handsome 12 pounders with 40 pounds of round, grape, canister a double headed shot, spikes, bolts, nails, junk bottles, broken pots & kettles, one dogs chain 6 feet long, a plenty of muskets & pistols, 10 cutlasses & boarding spikes, 2 harpoons, 1 pair of granes<sup>9</sup> & a whale lance with 11 as stout hearted lads as ever stepped between stem & stern, all *tall* men & true the same I had with me in my passage here & if all these can not satisfy their inquisitiveness a plenty of powder down below with a quick train to it as a last argument.'

'However, although I have made every preparation in case of meeting them, I would always consider their absence better than their company & never shall wantonly, for the sake of gratifying my own feelings of revenge, hazard a life which I believe and hope is dearer to others than to myself. But beshrew such a serious strain. My heart is generally of the light & boyant, buoyant kind I mean. . . .'<sup>10</sup>

Two letters of Bonaparte's uncle, William W. Parrott, in Gloucester, yield further information on the doings of the pirate schooner which had so rudely handled his nephew. On 1 May 1823, William Parrott wrote his dear brother, John Parrott, United States Senator from New Hampshire and at that time chairman of the Naval Committee of the Senate, in these terms:

'Poor Bony has had a rough time of it with the Pirates of Cuba. I should have written you on the receipt of his letter but understood from some Portsmouth gentlemen I saw in Boston he had written to Portsmouth a statement of the affair & that you had received the information as soon as we did. It is certainly time that measures were adopted to put a stop to the outrages they are so frequently committed by them. A Capt. Mackay from this Town in the Brig *Governor Endicott* of Salem was chased by the same Privateer a few hours after he boarded the *Gossypium* & had not some of the Squadron hove in sight & rescued them he would have undoubtedly fared much worse, as his vessell was partially armed, but not enough to have made successful resistance to the force of that vessell, their enormities bad as they were in the case of the *Gossypium* would undoubtedly have been much worse . . .'<sup>11</sup>

On 4 August 1823, William Parrott composed a letter to Bonaparte's brother, Captain Frederic Toscan, master of the ship *Triton*, then at Baltimore. With reference to Bonaparte, William Parrott writes:

<sup>9</sup> The 'grane' or 'grain' is a type of harpoon.

<sup>10</sup> This letter, dated 17 May 1823, is among the *Parrott Papers*.

<sup>11</sup> This document is among the *John F. Parrott Papers*.



'Its some consolation to know that the villians who abused him met their fate a few days afterwards the schooner having been captured by the Squadron & the principal of part of them accounted for. The principal villian is now at Norfolk having been sent home in one of the vessels from Key West. I hope Bonaparte will return home in season to identify the Rascal so that he may not escape the hands of Justice.'<sup>12</sup>

William Parrott was correctly informed concerning the fate of the pirates who had overhauled his nephew. Their ship was the schooner *Pilot* of Norfolk, a remarkable sailer. A notorious desperado named Domingo had set his heart on having her and, at the end of March 1823, succeeded in capturing the craft off Matanzas. He took command of the *Pilot* in person with a crew of thirty-six and armed her with one long twelve pounder and muskets. For some eight days he cruised about, sometimes just off the Morro Castle at Havana, and boarded, among other ships, the *Gossypium*, as has been related.<sup>13</sup>

Then, at 7 A.M. on 8 April 1823, Lieutenant C. K. Stribling, who had been sent out with the barges *Gallinipper* and *Mosquito* to search for the pirate, discovered a suspicious looking stranger and gave chase. At 8:15 A.M. he fired two muskets to bring the schooner to, but it thereupon replied to the fire of the barges with round shot, grape and muskets.

'At 8 hs. 30m.,' writes Lieutenant Stribling to Commodore Porter, 'the schooner succeeded in gaining the shore; in an instant we were on board of her, and succeeded in getting on shore. We however, secured one man, and found two of her crew killed—one on board, the other on shore. We have every reason, however, to believe that several were wounded. I landed the marines with some of the seamen; but the thickness of the underwood rendered it imprudent to pursue them. We succeeded in getting off the schooner (late the *Pilot* of Norfolk) without her sustaining any material injury. . . . It may be proper to mention that the schooner, on commencing her fire, hoisted Spanish colors.'<sup>14</sup>

The lone pirate captured and sent to Norfolk for trial, as William Parrott had stated, made a desperate attempt at escape. When the *Pilot*, with the store ship *Decoy*, arrived at Norfolk, the pirate jumped overboard near Craney Island and safely reached the shore, where, however, he was retaken the following day.<sup>15</sup>

<sup>12</sup> This letter is among the *Parrott Papers*.

<sup>13</sup> Cf. a letter of Commodore Porter to the Secretary of the Navy, dated 16 April 1823, in *American State Papers*, Naval Affairs, Class VI, pp. 1107-1108 and *Niles' Weekly Register*, Vol. XII, New Series, No. 8, 26 April 1823, p. 114 and No. 9, 3 May 1823.

<sup>14</sup> *American State Papers*, Naval Affairs, Class VI, p. 1109; cf. *ibid.*, p. 1108 for a letter of Captain Cassin to Commodore Porter regarding the capture of the *Pilot* and Gardner W. Allen, *op. cit.* p. 362.

<sup>15</sup> Cf. *Niles' Weekly Register*, XII, new series, No. 18, 5 July 1823, p. 288.

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## *Articles of Agreement for the Galley Conqueror, 1779*

BY WILLIAM D. HOYT, JR.

THE establishment of the Maryland State Navy in 1775 and its subsequent career in the protection of Chesapeake Bay shipping from British war vessels are facts recorded in a number of histories of the American Revolution and of Maryland's part in the fight for independence. It is interesting, therefore, to read the articles under which the officers and crew of one of the small craft performed their service.

When, in 1779, after a quiet season or two, the British threatened to resume operations against the commerce of the Chesapeake Bay region, defensive measures were speeded up. The merchants of Baltimore Town appointed a committee to outfit a vessel for a cruise, and the command of this galley, the *Conqueror*, was entrusted to Captain James Nicholson (1737-1804), who had performed similar duties in other years, and whose most recent adventure had resulted in the loss of the frigate *Virginia* in April 1778.

The Articles of Agreement drawn up and signed by all who enlisted for the cruise set forth in some detail the terms of service. The committee agreed to supply the necessary food, water, guns and ammunition, and medical care; while the crew promised to obey all commands, to stay sober, and to remain on the vessel until the conclusion of the voyage. The division of the money or goods captured was mentioned with particularity; and it is worth noting that the merchants declared flatly that all the spoils of the cruise should go to those who served on the ship. A further matter settled in advance was the payment of specific sums for the loss of limbs in battle.

The original document, found among the miscellaneous manuscripts in The Maryland Historical Society, is a roll 13 inches wide and 77 inches long. Comparison of handwritings suggests that the paper was penned by David Stewart (1747-1817), one of the merchants on the committee. There are 69 signatures, of which 32 have 'marks' indicating an inability to write even so much as a name.

ARTICLES OF AGREEMENT made & concluded upon in the Town of Baltimore February the 26th: 1779 between the Committee of the Merchants of Baltimore appointed for the purpose, and the Captain, Officers, Mariners and Marines belonging [to] the Galley Conqueror, commanded by James Nicholson Esquire, bound from the Port of Baltimore, on a Cruize for Two Months against the Enemies of The Thirteen United States of North America.

First We The said Committee do hereby covenant forthwith to fit the said Galley for her Cruize, and cause her to be mounted with a sufficient number of Carriage Guns, and all manner of Small Arms & Ammunition fitting for Seventy Five Men for the present Cruize.

Secondly The Committee shall sufficiently Victual & Water the said Galley during her Cruize.

Thirdly The said Committee shall provide a Surgeon with Instruments & Medicines sufficient for the Cruize.

Fourthly The Captain & the several officers Mariners & Marines who have entered, or shall hereafter enter into this Service, to be testified by signing these Presents, shall during this Cruize truly & faithfully perform their Duty on board the said Galley, and shall not depart from the said Galley untill She arrives at the Port of Baltimore, on the expiration of her Cruize, and be safely moored there 24 hours, under penalty of loss & forfeiture of Wages & of his or their Share of all Prizes that may be taken during the Cruize. Pilots taken in for special Service excepted.

Fifth Disobedience to the Command of the Captain or principal Officers, Cowardice, Mutiny, & embezzlement of Goods, to be punished according to Law, together with the forfeiture of every Persons Share so offending, to be proved before & determined by a Court, which is to consist of the Captain Lieutenants, Master Surgeon & Captain of Marines. And all Shares so forfeited are to be distributed to the whole Ships Company, according to their respective Shares. And in like manner, All persons on board the said Galley who shall desert therefrom, or leave the Vessel Prize or Prizes that may be taken during the Cruize, witht: the consent of the Commanding Officers on board, are to forfeit their respective Shares: which is to serve & be applied towards defraying the Charges of getting other Men in their Room: And also every Man who shall get drunk in time of Action, or night Duty, shall forfeit One half of his Share to the Rest of the Ships Company.

Sixth In Case of the Captain's death, The Command of the Galley shall devolve to the First Lieutenant, then to the Second, and so on to the next inferior Officer.

Seventh The Captain shall at all times during the Cruize, have power to direct the Cruize where he shall think most proper to answer the End of this undertaking; And also to send all Prizes taken to any Port he thinks most for the Advantage of the whole concerned.

Eighth To prevent Lumbering & incommoding the Vessel, No more than One Chest will be allowed to every Six Mariners.

Ninth The Committee of Merchants aforesaid do hereby engaged that they will not claim nor accept any Share of such Prizes or Prize Money as may arise from this intended Cruize; (And that they will use their utmost Endeavours with the Assem-

bly of this State at their next Meeting, to grant the whole Amount of all Prizes taken during this Cruize to the Officers & Men employed in this Service.)

Tenth All Prizes of Money or of Goods Wares or Merchandize that shall be reduced into Specie, or the Produce of all Wares, or Merchandizes, or of Vessels or other things, either by Ransom or Sale, Shall be divided & distributed amongst the Captain Officers, Mariners, & Marines, on board said Galley in the following Modes & Proportions, Vizt. To the Captain Eight Shares. To each of the Lieutenants, Captain of Marines, Sailing Master, & Surgeon Four Shares each. To the Gunner, Masters Mates, Carpenter, Boatswain, Captains Clerk, and Master at Arms, Two Shares each; To the Armourer, Gunners Mate, Carpenters Mate, Boatswain's Mate, Cooper, Midshipmen, & Quarter Masters, One & a half Shares each. To all able bodied Seamen Marines & Gentlemen Volunteers One Share each: To the Captains Steward & Cook One & a Quarter Share each. There shall also be reserved Six Shares over & above the Amount of the Shares of the Officers Mariners & Marines before mentioned, which Six Shares shall be called Deserving Shares; And Shall at the end of the Cruize in the Town of Baltimore aforesaid, be distributed & given to such of the Ships Company as the Captain & Officers shall declare, have best deserved the Same.

Eleventh If any Person shall loose a Leg or Arm in Fight, he shall receive the Sum of Two Hundred & Sixty Six Dollars, or One Hundred Pounds Pennsylvania Money. If any Person shall lose an Eye in Fight, he shall receive the Sum of One hundred & Sixty Dollars, or Sixty Pounds Current Money aforesaid. If any Person shall lose a Joint in fight he shall receive the Sum of Fifty Six Dollars or Twenty One Pounds Current Money aforesaid. The Person who shall discover a Sail first, that afterwards proves to be a Prize, shall have Ten Dollars & the best Fire Lock found on board except the Captain & Officers Fire Locks. The First Man that boards a Vessel before She strikes, which proves a Prize, shall have Thirty Dollars as a Reward for his Bravery.

Twelfth All Prize Money to be paid in Baltimore only, and not before the Expiration of the Cruize. And in Case the said Captain Officers Mariners & Marines be not satisfied with the Managers Accots—They may at their own Cost, appoint any Person skillful in Accounts, who shall be permitted to examine & Adjust such Accounts, by correcting any Errors in the same.

Thirteenth To prevent Frauds & disturbances by buying & Selling Shares of Prizes by any Person or Persons whatsoever: It is agreed that no Person shall have a Right to demand such Share, unless such demand be made by the Person who actually did the Service, for which the Share became due, or their Heir at Law: except such Person or Persons who shall actually produce to the Agent of the Concern, a Bill & Power Wittnessed by the Captain & First Lieutenant, or from under the Hand & Seal of some Magistrate residing in Baltimore Town.

WE THE SUBSCRIBING PARTIES, Oblige Ourselves to be subject to, and governed by the Rules & Discipline, of the American Navy, as established by the Continental Congress, and to be liable to all the Pains & Penalties therein contained, for every breach or Neglect of Duty.

THESE ARTICLES, We the Subscribers do promise & engage faithfully to keep; every One of us in our respective Stations, under the Forfeiture of Five Hundred

## ARTICLES OF AGREEMENT

Pounds Current Money of Pennsylvania, to recover against the Person who breaks the same, to the benefit of those who keep the Same, by Virtue of these Presents In Witness whereof, We have hereunto Set our Hands & Seals, the Day & Year above Written.

<i>Time of Entry</i>	<i>Mens Names</i>	<i>Quality</i>	<i>Wages pr. Month</i>
Febry. 26: 1779	James Nicholson	Captain	
	Thos. Moore	1st Lieutt.	
	John Martin	2d. Ditto	
	Robert Caulfield	3d. Ditto	
	Jeremiah Husom	Master	
	Thos. Doyle	4th Lutenant	
	Jos. Harrison	Surgeon	
	Heny. Peyton	Mast. Mate	£32.0.0
	his		
	John x Ham	Boatswain	30.0.0
	mark		
	William Wells	Carpenter	30.0.0
	William Adair	Armourer	£25.0.0
	William Tomlon	Cook	25.0.0
	Wm. Courtes	Seaman	£20.0.0
	his		
	John x Luton	Ditto	25.0.0
	mark		
	his		
	James x Conneck	Seaman	25.0.0
	mark		
	Jas Goff	Seaman	£25.0.0
	his		
	Jas x Hamm	Seaman	25.0.0
	mark		
	Patrick keeth	Ditto	25.0.0
	Nathaniel Kirk	Master at arms	25.0.0
	William Forbes	Quartermaster	28.0.0
	his		
	Mark x Hadison	[ ? ]	25.0.0
	mark		
	his		
	John x Coulson	Landman	20.0.0
	mark		
	Joseph Thomson	Ditto	20.0.0
	his		
	Thomas x Kelley	Landsman	20.0.0
	mark		
	John Harvey	Stewart	25.0.0
	his		
	Andrew x Philips	Seaman	25.0.0
	mark		
	William Burns	fifer	20.0.0
	Josiah Dauge	Landman	20.0.0
	his		
	Thos. x Handas	Seaman	25.0.0
	mark		
	his		
	Richard x brown	Ditto	25.0.0
	mark		
	James English	Landman	20.0.0
	his		
	Laurance x mineahin	Ditto	20.0.0
	mark		
	his		
	James x Cunaghan	Seaman	25.0.0
	mark		
	his		
	Petter x Buckea	Ditto	25.0.0
	mark		
	Jacques françois Boutet	Ditto	25.0.0



## ARTICLES OF AGREEMENT

105

murdred	pierre richard	Ditto	25.0.0
	James Daly	Gunner	30.0.0
	James McKonney		25.0.0
	his		
	Joseph x Peters	Seaman	25.0.0
	mark		
	his		
	John x grinada	Seaman	25.0.0
	mark		
	his		
	Joseph x Belas	Seaman	25.0.0
	mark		
	Richard Clark	Armear	25 -
	his		
	John x Murfey	Seaman	25.0.0
	mark		
	John Lavender	Arm. Mate	20 -
	his		
	Andra x Fustan	Seaman	25 -
	mark		
	his		
	William x Hearey	Seaman	25 -
	mark		
	John Wilkinson	armourer mate	25.0.0
	his		
	Nichlos x Coal	Boatswain	32.0.0
	mark		
	his		
2 March By Doyle	John x Bothis	Seaman	25.0.0
	mark		
	his		
	John x Marnan	Seaman	25 -
	mark		
	his		
	Thos. x Sapinton	Landsman	20 -
	mark		
	his		
	Stephen x Rusil	Boy	20 -
	mark		
	his		
	Fransis x Filis	Seaman	25 -
	mark		
	his		
	Andra x Peters	Seaman	25 -
	mark		
	James Gaddes	Steward	25 -
	his		
5th March	Thos x Robson	Seaman	25 -
	mark		
	his		
	Micheal x Madagan	Ditto	25 -
	mark		
	his		
	David x Robbarts	Ditto	25 -
	mark		
6 Do	John Bourke	Ditto	25 -
	Denis O'Brien	2nd Mate	£35 -
	George Donald	Quart. Mate	£25 -
	David Folger	gunners mate	25 -
	his		
	William x Pits	Landsman	20 -
	mark		
	William McDonald	Capt. stuard	30.0.0
	his		
	Josp. x Gosnald	Land-	25 -
	mark		
	Wm. Mc:Kean	Captns. Clerk	30 -
	his		
	John x Joseph	Seaman	25 -
	mark		
	Patrick Crowley	Cooper	30 -
	Gifford Minstree	Landsman	20 -

On the reverse of the paper is the signed agreement of the committee of merchants to pay certain wages according to rank. Samuel Purviance, Jr. (d. ca. 1788), was chairman of the Baltimore Committee of Safety and a leader in the Revolutionary movement there. His brother, Robert Purviance (d. 1806), was almost equally prominent. William Smith (1728-1814) and Hugh Young (d. 1791) were prosperous members of the commercial community. An item of interest is the fact that all financial details were to be handled in 'Current Money of Pennsylvania,' perhaps because Maryland's currency was none too stable at the time.

We whose Names are hereunto Subscribed, Being the Committee appointed by the Merchants of Baltimore Town, for fitting out & Maning the Conqueror Galley: to be commanded by James Nicholson Esqr, on an intended Cruize against the Enemys of the Thirteen United American States: do hereby Promise & engage to pay unto all such Gentlemen Sailors, & Able Bodied Landsmen as may engage with Captain Nicholson, or any other Officer in Command on board said Galley, for said intended Cruize, the following Wages, Vizt. Twenty Five Pounds Current Money of Pensylvania p Month to all Seamen, and Twenty Pounds Money aforesaid p Month to all able bodied Landsmen. Obliging Ourselves further to pay such farther Advance Wages as is customary to all who are engaged to Act in the Capacity of Petty Officers on board said Galley during said Cruize. In Witness Whereof We have here unto affixed our Hands & Seals at Baltimore, Feby: 26th 1779.

W. SMITH  
THOS. BURLING  
DAVID STEWART  
SAML PURVIANCE JUNR  
ROB. PURVIANCE  
HUGH YOUNG

That one matter was omitted in the original agreement, in spite of the many details included, is shown by a letter from the officers of the *Conqueror* to the committee of merchants six days after the signing of the paper. This letter, which is among the Purviance Papers in The Maryland Historical Society, deals with the payment of wages in case of capture and imprisonment, and supplements the material in the document printed above.

To the Honble Committee —  
Gentln.

We the officers on Board the Conqueror Galley, beg leave to lay before they Honble Body our Petition — shou'd we have in the Time of the Cruize the bad Fortune to be taken Prisoners, will undoubtly be Confin'd on board some Prison Ship, & as we are protecting the Trade of Private Property, shou'd be glad to know if our Wages will be Continued, & by which way we may expect to be Exchanged, as the



greatest Part are Married Men, & by long Confinement our Famileys wou'd suffer: Therefore we hope they Honble Body will take into Consideration our Greivances. But shou'd we receive no address it shall not in the least detain our Services from the Cause in which we are now engaged; we have nothing more to add but beg leave to Subscribe ourselves —

March 4, 1779

Gentln. your most obedt. hble Servants  
James Nicholson

THOS MOORE  
JOHN MARTIN  
ROBERT CAULFIELD  
JEREMIAH HUSOM MASTR  
THOS. DOYLE 4th LUT.  
JOS. HARRISON SURGEON



## *While I'm At the Wheel*

BY F. P. HARLOW

Author of *The Making of a Sailor*

---

1

SHIP of the Seas, with glittering spars,  
Your mainsail is reefed by eleven Jack tars;  
Light sails are furled, but no man's at rest,  
It looks like a gale or high wind, at best.  
I raise my eyes to look at the sky  
Where winds from the north roll waves mountains high;  
Over the rail, seas green do reveal,  
A nasty head sea, and I'm at the wheel.

2

Ship of the Seas, a song as we go;  
The main sheet's hauled aft to, 'Haul away, Joe!'  
'Luff's' the command, 'twill ease up the sail,  
But watch for a comber to slop o'er the rail;  
Into the wind now, dip in your nose,  
We'll have a wet deck as everyone knows.  
'Haul away, Joe!' comes peal after peal;  
A sea sweeps the deck, but I'm at the wheel.

3

Ship of the Seas, now shake yourself clear;  
The men are wet through, yet sing with a cheer;  
*Akbar*, old ship, rise up on your toe  
And clear the next sea as onward we go.  
You're doing all right, let's hope it will last;  
You can't get away for I hold you fast.  
Kick as you will, your tiller of steel  
Will hold you 'Old Girl.' There's two at the wheel.

4

Ship of the Seas, the mate cries 'Belay!'  
 The 'Old Man' growls out, 'Keep full, don't delay!'  
 Up goes the helm—'Keep full, sir!' say I,  
 Away goes the ship on a course, 'Full and By!'  
 With everything well, for an hour or two,  
 The seas running high, the gale stronger blew;  
 The ship in a strain, I work in my zeal  
 To keep near the wind, while I'm at the wheel.

5

Ship of the Seas, a command in a roar,  
 'Lower away with your topsails. Both mizzen and fore!'  
 Away up the rigging those jolly tars ran,  
 To hand the big topsails that took every man.  
 High are the seas, now watch her my lad,  
 That green sea ahead looks angry and mad;  
 'Lord! what a plunge. You shook to your keel  
 And buried yourself, but I'm at the wheel.'

6

Ship of the Seas, it came in a flop,  
 And drenched the men through up in the fore top;  
 Galley doors gone and seas through them flow  
 To rob the poor cook of his sleep down below.  
*Akbar*, old ship, you stagger and shake;  
 Your foremast is sprung as seas o'er us break;  
 Back-ropes and guys are gone as you reel;  
 Spare boats are stove in, but I'm at the wheel.

7

Ship of the Seas, the gale's like a thief.  
 It stripped you of jibs and spanker we'll reef.  
 We clewed up the mainsail and took in the sail.  
 Now everything's snug and we'll ride out the gale.  
 The sailors came down from aloft in a row  
 And cleaned up the decks and the watch went below.  
 Sounding the pumps, it seemed most unreal,  
 Six inches we've made while I'm at the wheel.

## 8

Ship of the Seas, new orders I hear,  
 'Tis 'Wear ship for Sydney. Port Jackson Heads, steer!'  
 Fierce is the gale; and the wind, nothing new,  
 Shrieks through the rigging, as we are 'hove to.'  
 Rip! goes a sail. It's 'nough to lose heart;  
 The main topsail sheet to windward doth part.  
 Strongest the gale in this last ordeal,  
 And loud are the oaths, while I'm at the wheel.

## 9

Ship of the Seas,—Hark!—out of the din,—  
 'Goose-wing the topsail. We won't take it in;  
 Lay aloft lively! the weather clew save!'  
 Our captain he shouts with face very grave.  
 Grasping the shrouds, those jolly Jack tars,  
 All running aloft, lay out on the spars;  
 Gaskets are passed; It's so nice to feel,  
 That everything's snug, while I'm at the wheel.

## 10

Ship of the Seas, with seas going down,  
 We'll head her for Sydney and turn the ship 'round.  
 'Up hel'ums' the order, 'twill swing off the bow;  
 The mutton-leg spanker won't need lowering now.  
 'Square in the yards of the mizzen! 's the cry;  
 'And follow it up with the main! standing by';  
 Now, we're 'before it' in a ver'table weel;  
 We're safe from all danger, and I'm at the wheel.

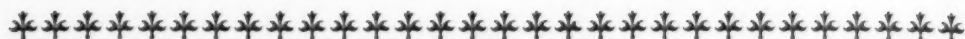
## 11

Ship of the Seas, we'll pump you today  
 With chantey you've heard, 'A fal-de-lal-day.'  
 Whistling songs, old shellbacks dislike,  
 But started this one in dead of the night.  
 Take warning boys, old Jack's there to tell  
 By singing this chantey, we'll all go to h-l;  
 For, whistling on ships our lips we must seal  
 Or consequence take. But I'm at the wheel.

12

Ship of the Seas, the old shellbacks 'bucked.'  
And 'laid off' the chantey before the pumps sucked;  
Changing the watch in the morning I hear,  
'We'll splice the main brace with a bottle of cheer.'  
The steward then brought out a bottle of gin,  
And all hands came aft with a smile and a grin.  
'Here's to the ship! Our captain we kneel.  
We'll drink to his health.' But—I'm at the wheel.

In 1876, the ship *Akbar*, coal laden from Newcastle, Australia, bound for Java, when four days out, ran into an Australian 'Southerly Buster' in which gales from all points of the compass blew with hurricane force. Leaking badly, she put back to Sydney for repairs, reaching port after thirty days of extreme heavy weather.



## *The Transpacific Voyages of Pamir*

BY JERRY MacMULLEN

IT would be a masterpiece of understatement to say that the appearance of a four-masted bark under tops'ls and stays'ls off San Francisco on the blustery afternoon of 27 May 1942 created something of a sensation.

Of course it didn't get into the papers, because during a war the hand of censorship lies heavily upon the reporting of ship movements. So no one knew about it except the tens of thousands who daily ride back and forth over the East Bay Bridge, and who couldn't help being a bit curious at the spectacle, shortly thereafter, of neatly furled royals above the piershed roofs, and almost up to the level of the interurban cars in which they rode.

The visitor which brought back to San Francisco's waterfront memories of the vanished days of sail was the British bark *Pamir*, in from Wellington with a full cargo after a 59-day run across the Pacific—a run in which equal portions of luck and intestinal fortitude were her only armament against prowling submarines. And it was, incidentally, only the first of six similar voyages which she made during the war years—plus a subsequent one which by now has taken her back to Wellington.

Originally *Pamir* was one of Ferdinand Laeisz, 'Flying P' nitrate ships—*Pamir*, *Parma*, *Priwall*, *Preussen*, to name but a few—which did much to add to the glory of the pre-Nazi German mercantile marine. They ran between Germany and the nitrate ports of South America, and there is a legend that their owner was so insistent upon speed that he paid the masters a bonus for each sail blown out of its bolt-ropes. Later she and several of her fleet-mates were sold to Captain Gustav Erickson of Mariehamn, who put them under his native Finnish flag and used them as grain-ships between Australia and United Kingdom ports. There she always gave a good account of herself both in speed and handiness; for instance, in the 1933 'grain race' from Port Victoria to Falmouth F. O., she did it in 92 days, losing to her traditional rival *Parma* by a scant nine-day margin—but turned around and won herself some independent glory by going from





*Bark Pamir*

A man on the fore upper topsail yard shakes out the canvas  
as the vessel tows to sea

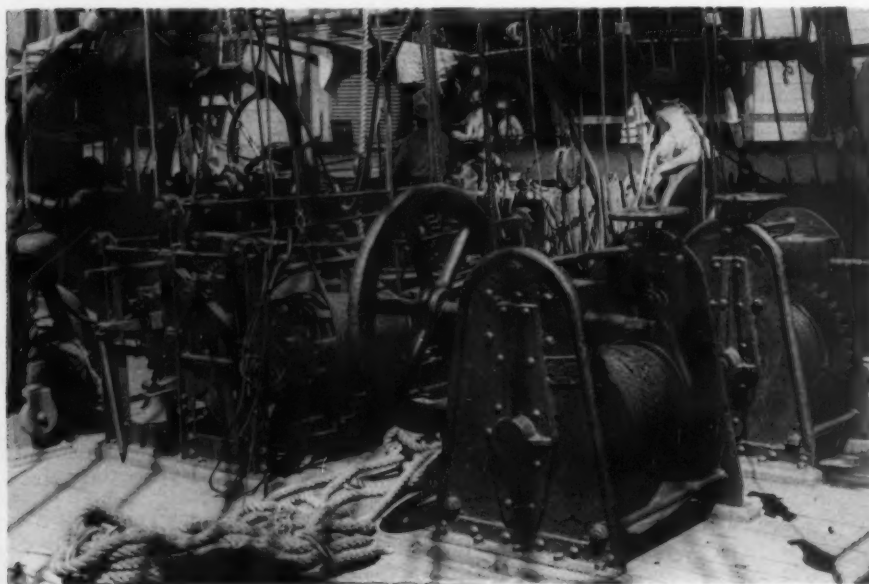
*Photograph by Jerry MacMullen*





*Bark Pamir*

The tug swings off and *Pamir*, on her own again, heads for New Zealand



Halliard winches (foreground) and brace winches

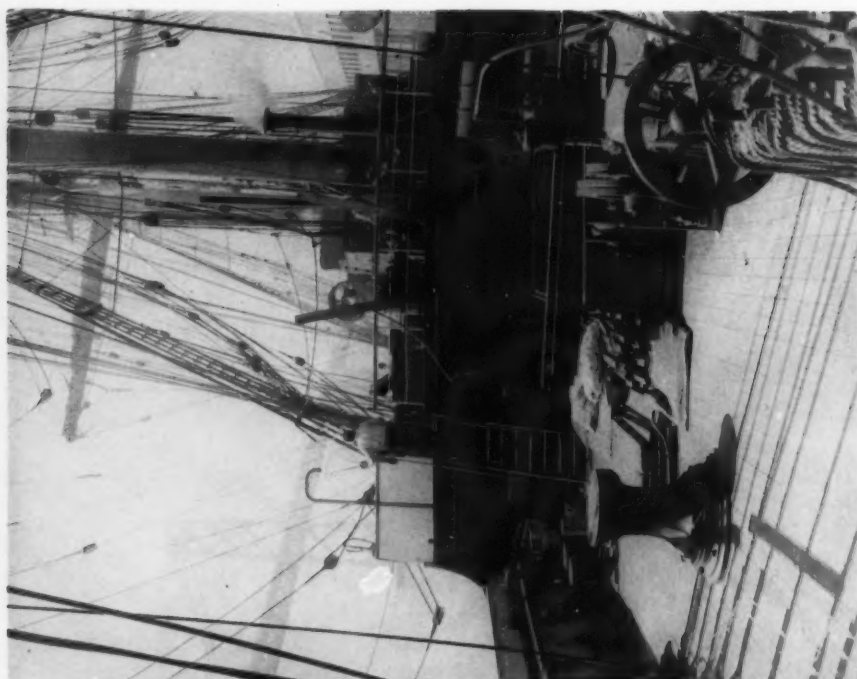
*Photographs by Jerry MacMullen*



*Bark Pamir*

The towing-wire has just dropped and *Pamir* is under canvas alone

*Photograph by Jerry MacMullen*



*Bark Pamir*

Forward well deck, showing kerosene engine and flywheel of a hand winch



Cabin

*Photographs by Jerry MacMullen*

Falmouth up to Belfast and sailing right into the harbor without the aid of a tug.<sup>1</sup>

When the war broke out and Finland—as *Pamir's* New Zealand skipper put it—'jumped the wrong way,' the big bark was at Wellington. She was promptly seized, and after adjudication by a prize court was turned over to the New Zealand government which, like everyone else, felt a crying need for ships of any kind. Rounding up a cargo was no trick at all; rounding up men to sail her was something else again. However, they soon discovered Captain Christopher Stanich who, although only thirty-eight at the time, was a qualified master in sail. Older first and second mates were located; the young Finnish third mate and the bos'n and sailmaker were kept, and they recruited a crew of willing but wholly inexperienced lads, mostly from the sheep-stations. A brief bit of schooling and they were off, the tug dropping them outside Wellington at a time when the Pacific was anything but a safe place for any Allied vessel, let alone one as helpless as a square-rigger—and unarmed, at that.

In a way, that first voyage of *Pamir* to San Francisco was the most colorful—for, believe it or not, there was another four-masted bark in port at the same time. The other visitor was the Chilean naval training ship *Lautaro*, and her presence in the harbor by the Golden Gate made it a real reunion. For *Lautaro*—later a casualty by fire, with loss of life—was originally *Priwall*, also of the old Laeisz fleet, and similar in size and rig to *Pamir*. You could stand at the foot of Market street, look south and see *Pamir's* tall masts, while looking to the north gave you, just a few piers away, a similar view of *Lautaro*.

After discharge, *Pamir* was towed over to Oakland for drydocking and minor repairs. Then they loaded her with cargo badly needed in New Zealand, and on 9 July towed her out under the Golden Gate bridge; she reached Wellington 75 days later. On 28 January 1943 she was back in San Francisco after a relatively slow passage of 78 days—although voyages numbers 3 and 5 were slower by two days and one day respectively.

Voyage number 4 brought her to San Francisco on 10 October 1944 with her fastest run—51 days from Wellington. That was her last trip to San Francisco; her next voyages were to Vancouver, B. C. v-j day found her en route from Vancouver to Wellington, and one may imagine the relief which was felt aboard the big bark when they got the word, by wireless, that it was all over. She made a quick turn-around at Wellington, being in port for only a fortnight. She sailed for Vancouver once more and 70 days later, on 30 November 1945, was in the busy British Columbia

<sup>1</sup> *Blue Peter* (London), August 1933, p. 343.



port once more. As this is written she is en route back to Wellington, having cleared Vancouver 5 January 1946.

By way of construction details, *Pamir* is a steel vessel of 2799 gross tons, and was built by Blohm & Voss, of Hamburg, in 1905. She is one of the sailing vessels with a 'Liverpool house'—a raised structure amidships like the bridge deck of a three-island steam freighter.<sup>2</sup> The three raised structures—poop, bridge and fo'csl—are connected by railed cat-walks to give fore-and-aft communication when the decks are full of water, and which can be swung out of the way of the hatches to work cargo.

The wheel is in a house amidships, although an auxiliary wheel is located under the poop—where the helmsman gets a rather constricted view of her sails through a barred booby-hatch looking forward. The poop is used largely for gear stowage; officers occupy the after-end of the 'Liverpool house' and the crew the forward end. She has a large and comfortable main cabin, complete with a big, tiled German stove; this originally was the master's saloon (he had a large stateroom and an office to boot) but the democratic New Zealanders and Finlanders used it for all of the officers.

By way of mechanical equipment, *Pamir* has brace-winchs and halliard-winchs, and much of her running-gear is steel; with four men on the cranks of a winch and one on the brake on the other side, they can swing the yards of any mast from port to starboard tack or vice versa with relative ease. Drums of the winches are conical, giving great speed at one end of the pull, and greater power at the other. Her 'machinery installation' is completed by a 15-horsepower kerosene engine for handling cargo and, by means of a wire messenger from its flywheel to the capstan, for getting up the anchors. A small gasoline-driven generator supplies electricity for the wireless and for a small electric refrigerator.

The sail plan is tall and pleasing. On each mast she carries courses, lower and upper tops'ls, lower and upper t'gallants and royals—except, of course, for the jigger, which spreads lower spanker, upper spanker and gaff tops'l with its two-gaff rig. The normal fore-and-aft canvas of a bark completes the sail plan.

Most of the sails still are the original hemp ones—soft, gray and easy fitting—although by her second voyage to San Francisco, they had been obliged to substitute a cotton t'gallant whose white surface was easily distinguishable from the rest of her canvas.

What the future holds in store for *Pamir* is uncertain. But one thing is sure—old-timers around the San Francisco and Vancouver waterfronts hope that she will be back again, and often.

<sup>2</sup> Other vessels with this feature include *Priwall* and Masefield's famous *Wanderer*.



## *Philip Freneau, Our Sailor Poet*

BY PHILIP MARSH

PHILIP FRENEAU, our first national Democratic editor and Jeffersonian publicist, was also our first important poet, often called 'the poet of the American Revolution.' But he is also interesting as our first sailor poet, the first to make the sea come alive in American literature, and our only important literary man who was also a sea captain, having sailed the Caribbean and Atlantic Coast as a shipping master for a dozen years.

Every anthology of American literature has some of his poems—'The Dying Indian,' 'The Wild Honeysuckle,' or 'To the Memory of the Brave Americans,' a tribute to the soldiers who died at the Battle of Eutaw Springs under General Greene. He wrote good sea verse, but it seldom appears in these collections. Yet he was a real sailor, and his nautical poems have the authentic ring of first-hand experience. His 'Sailor's Invitation' is a rollicking song:

Come, all ye lads that know no fear,  
To wealth and honour we will steer  
In the *Hyder Ally* privateer,  
    Commanded by bold Barney.  
She's new and true, and tight and sound,  
Well rigg'd aloft, and all well found—  
Come and be with laurel crown'd,  
    Away—and leave your lasses.

In another song he celebrated Captain Barney's victory over the *General Monk* in 1782. This ship had eighteen nine-pounders, yet the *Hyder Ally*, with four, and twelve sixes, won quickly:

Then yard arm and yard arm meeting,  
    Strait began the dismal fray,  
Cannon mouths, each other greeting,  
    Belch'd their smoky flames away:

Soon the langrage, grape and chain shot,  
That from Barney's cannons flew,  
Swept the *Monk*, and clear'd each round top,  
Kill'd and wounded half her crew.

Freneau hated England and exulted over her every defeat. When the *Aurora*, on which he was a passenger, was taken in 1780, he was put aboard the prison ship *Scorpion* and the 'hospital ship' *Hunter* in New York Harbor. Both ships were dirty, infested with disease, and manned by brutes. The poet nearly died of suffocation and dysentery before he was released, close to exhaustion. In 'The British Prison Ship,' he described the interior of the *Scorpion* into which the Tory guards drove the prisoners at sunset:

Hail, dark abode! what can with thee compare —  
Heat, sickness, famine, death, and stagnant air —  
Pandora's box, from whence old mischief flew,  
Here real found, torments mankind anew! —  
Three hundred wretches here, denied all light,  
In crowded mansions pass the infernal night  
Shut from the blessings of the evening air,  
Pensive we lay with mingled corpses there.

He never forgot the awful experience, and was glad to celebrate the victory of John Paul Jones and his *Bonhomme Richard* over Pearson and the *Serapis* the next year:

See!—dread *Seraphis* flames again—  
And art thou, Jones, among the slain,  
And sunk to Neptune's caves below—  
He lives — though crowds around him fall,  
Still he, unhurt, survives them all;  
Almost alone he fights the foe.

After the war, Freneau became a captain in the coastwise shipping to and from the Caribbean ports. Lover of the sea, yet he frequently longed for the shore—and once saw the ocean as a dark abyss holding a tragic fate for those who braved its dangers, in 'Verses Made at Sea, in a Heavy Gale':

Happy the man who, safe on shore,  
Now trims, at home, his evening fire:  
Unmov'd, he hears the trumpets roar,  
That on the tufted groves expire:  
Alas! on us they doubly fall,  
Our feeble barque must bear them all.



From the storm that evoked these gloomy thoughts—a hurricane near Jamaica—Freneau's was one out of only eight ships saved of 150 struck. He learned the dangerous moods of the sea at first hand.

After years of sailing, ambitious to be a journalist, Freneau married a neighbor's daughter in New Jersey, and settled down to write and edit in New York and Philadelphia. Sympathetic with France in its war with England in 1793, he rejoiced when, off the coast of New Jersey, the *L'Embuscade* defeated the *Boston*:

Arriv'd at the spot  
Where they meant to dispute,  
Thus Courtney sent word, in a heat,  
"Since fighting's our trade,  
Their bold *Ambuscade*  
Must be sunk or compell'd to retreat:  
Tell captain Bompard if his stomach's for war  
To advance from his port and engage a bold tar!"

Captain Bompard, though his sails were 'unbent from the yards' and half his men in town, accepted the challenge and sailed out of New York Harbor to meet Courtney. After a day and a night of maneuvering, the battle began. The *Boston* fired a blast, as the poem goes, of 'glass bottles, case-knives, and old nails, a score of round shot, and the devil knows what.' The Frenchman returned the fire, disabled one mast, killed Courtney, and forced the Englishmen to flee, firing a last broadside—of profanity:

So, squaring their yards,  
On all captain Bompards  
A volley of curses they shed—  
Having got their discharge,  
Then bore away large,  
While the Frenchman pursued, as they fled,  
But vain was his haste—while his sails he repair'd,  
He ended the fray in a chace—  
The Gaul got the best of the fight, 'tis declared;  
The Briton—the best of the race!

Captain Freneau did not record all his thoughts in verse. He was an essayist of ability as well. On one occasion, en route south to Charleston in July 1788 loaded with iron and corn, he ran into a hurricane and nearly lost ship and life. His ship, he said, was 'dismasted, thrown on her beam ends, shifted and ruined the bulk of her cargo, lost every sail, spar, boat and, almost every article on deck.' Two passengers were drowned, some

of the crew washed overboard, and Freneau knocked unconscious. The next morning, with the help of another ship and a pilot, the forlorn captain managed to enter the port of Norfolk, where the crew was given a hospitable reception:<sup>1</sup>

Nothing could exceed our distress—no fire no candle, our beds soaked with sea water, the cabbin torn to pieces, a vast quantity of corn damaged and poisoning us to death, &c. . . . As we entered this port, on the 29th of July, the very dogs looked at us with an eye of commiseration—the negros pitied us, and almost every one shewed a disposition to relieve us. In the midst of all this vexation the crew endeavoured to keep up their spirits with a little grog, while I have recourse to my old expedient of philosophy and reflection.

Captain Freneau was a humane employer, kind and indulgent to his men—as he was to his slaves—and sympathetic to their problems. He hated the tricks practiced by some masters to deprive sailors of their pay, and the general ostracism that met these wandering vagabonds on shore. He recommended a 'sailor's relief,'<sup>2</sup> a home for stranded jack tars, in the form of a ship, close to the water in Philadelphia. Once, in a humorous mood, he described the thoughts of a stranded sailor from a 'diary':

This day I came in from sea in the brig *Ragged Fortune*—settled with the captain—the balance in my favour being four dollars and two thirds . . . he gave me a glass of your right stiff grog, true old *stingo*, which squared accounts . . . I then signed a receipt in full . . . .

Still beating to windward upon a very short allowance—my grog all out, my rigging daily becoming worse and worse, and something every hour giving way.—Yesterday morning at three quarters past four, the wind blowing fresh east-south-east, with rain and sleet, I carried away the lee strap of my larboard boot hose, back strap and all, in making the best of my way to avoid one of the most active, privateer-built devils of constables that ever cruised in these seas.

As editor of the *National Gazette*, Freneau became the first Jeffersonian publicist, and for a time the leading Democratic editor. Because of his alignment with Jeffersonians, he suffered a 'sea change' about American naval policy. In 1782, he had argued the need of a navy for foreign trade. But in 1797, when the Federalists were urging Congress to create a navy to guard the shipping from French depredations, Freneau, like Jefferson, opposed—arguing that navies originated with royalty as a more 'honorable' employment of the sea than fishing or commerce, and would be a tool of war:<sup>3</sup>

<sup>1</sup> *Freeman's Journal*, Philadelphia, 20 August 1788.

<sup>2</sup> 'The Sailor's Relief,' *Miscellaneous Works* (Philadelphia, 1788).

<sup>3</sup> *The Time-Piece*, New York, 21 June 1797.

Previously to the attempts for an American navy, a race of well borns was to be found in our Republic, and we now see them popping up their heads like the frogs in April from the fresh ponds, singing and rejoicing at the sight of three frigates.—War, war, war! . . . when the people of America are wise enough to see that war is hatching only for the benefit of comparatively a few individuals, they will be cautious of listening to men who are artfully endeavouring to draw them into a snare that has produced the misery of all nations, and made the world a slaughter house.

These were strong words for the sailor poet. But he had become a rabid hater of aristocracy, and a leading voice for republicanism and democracy. He was greatly influenced by James Madison, his Princeton College roommate, who opposed military expenses and Alexander Hamilton's fiscal policies. Madison, like Jefferson, thought that the perfect state was agricultural, peaceful, domestic. They did not foresee our modern industry, huge Army and Navy, and intense international competition.

When the War of 1812 came along, however, Freneau's hatred of Britain and love of the sea stirred him to patriotic praise of our naval victories in the Battles of Lake Erie, Stonington, and Lake Champlain, as in 'On the Capture of the *Guerrière*':

Drink a bout to the *Constitution*!  
She performed some execution,  
Did some share of retribution  
For the insults of the year  
When she took the *Guerrière*.

Neeser, in his *American Naval Songs & Ballads*, regards Freneau as 'the inspired bard of the service,' rare among sea poets in being himself a seaman, and able to use correct details in description. This practice of using nautical terms, the poet extended to his prose, which is dotted with the slang and phrases of sailors.

In 1812, Freneau returned to his 1782 position advocating a strong navy. Writing as 'Hawser Trunnion,'<sup>4</sup> he reversed his 1797 stand, and urged a naval increase—advising, besides frigates like the *Constitution*, sloops of war like the *Wasp* and *Hornet*, as superior to merchantmen. This was quite a different Freneau from the writer of 1797.

After the War of 1812, the veteran sailor, poet, and editor spent his years idly. His home burned in 1818, and he lived his lazy last years on the charity of relatives, near Freehold, New Jersey. He often walked to the village library, or spent an evening at the general store retelling old stories of the Revolution, his voyages, Madison, or the editorial battles when he attacked the policies of Hamilton and the Federalists. In these

<sup>4</sup> The *Aurora*, Philadelphia, 22 December 1812.

last days he turned more and more to the consolations of liquor. Having succeeded in none of his ventures—like a true poet—he still had his dreams, his love of wit and good conversation. In one of his last poems he celebrated the joys of an old man:<sup>5</sup>

Happy with wine we may indulge an hour;  
The noblest beverage of the mildest power.  
Happy, with Love, to solace every care,  
Happy with sense and wit an hour to share;  
These to the mind a thousand pleasures bring  
And give to winter's frosts the smiles of spring,  
Above all praise pre-eminence they claim  
Nor leave a sting behind—remorse and shame.

Happy with wine and old memories, Freneau spent his last years. He had seen our country fight for its freedom, establish its Constitution and republic, and had fought for democracy and Jefferson against aristocracy and Hamilton. His must have been rich memories.

One night in December 1832, after imbibing freely at the store, the old poet started for home. It had begun to snow. What memories must have swept through his mind as he trudged along! The Revolution, the Constitution, the Jefferson-Hamilton struggles, and Washington, who called him 'that rascal Freneau' for his criticism of Hamilton's policies? Ah—but Jefferson had called him the saviour of the Constitution from monarchy—that was a consolation! Did he sail again, in his memory, the hurricane seas? Whatever his thoughts, they guided him wrong, for he lost his way, sank in the swamp outside the village, and died. America's sailor poet had foundered, and had begun a new voyage on an uncharted sea.

<sup>5</sup> Lewis Leary, *That Rascal Freneau* (New Brunswick, N. J., 1941), 363.

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*Reminiscences of a  
Voyage in the Bark William H. Besse  
Including the Java Earthquake of 1883*

BY MRS. B. C. BAKER

*Edited by Harold Bowditch*

LOOKING backward through fifteen years of continuous going, and turning the leaves of memory,<sup>1</sup> there seems to have been condensed into eight months a lifetime, in contrast to which all other experiences are as nothing.

After weeks of delightful tarry in Hong Kong we were chartered to load sugar at Manila for Boston.

Any port with a Boston or New York terminus makes a Cape Cod man's heart rejoice. With Boston this time there were thoughts so far reaching we dared not speak them.

Steamer after steamer came into Hong Kong from Manila with rumors of cholera which was raging fearfully there. We held many a congress as to whether my son and I should continue on or turn our faces upon the plague and come to America by steam. We were a little family and it was harder to go than to stay, but as we bade our comrades good-bye and went out from the harbor, we felt with every dip of the ensign that we were sailing into the future as never before.

It is a dangrous way, as many of you know, that which has to be taken—full of islands, shoals and currents. We travelled it, however, without incident of any note and had begun to hope that the plague had passed when we made Manila and came to anchor. It was just at nightfall when we rested. A hush was over the Bay which seemed heavy with foreboding.

<sup>1</sup> These reminiscences were written for presentation before a club by the widow of Captain Baker, master of the bark *William H. Besse*, who died within two years after his return from the 1883 voyage here described. The text is derived from a manuscript copy made many years ago by Miss Helena Shaw of Middleborough, Massachusetts (now of Brookline, Massachusetts), who knew Mrs. Baker, and borrowed her account in order to copy it. Miss Shaw tells me that on returning from this voyage Captain Baker left the sea and went into the coal business, but died shortly thereafter. The text is true to the original with a minimum of editing—such as omitting capital letters, of which the author was over fond—and the omission of a few sentences which refer to an earlier talk given by Mrs. Baker or bear solely upon this paper's presentation as a lecture.

The bark *William H. Besse*, 1027 tons, 179.9 x 36.2 x 20.6, was built at Bath, Maine, in 1873. In 1883 she hailed from Wareham, and was owned by William H. Besse and others.



However, with the morning came the usual business men. Each had his account of how one and another of our brethren had fallen, yielding to the scourge. Our great wish was to load and leave as quickly as possible. Vessels of deep draught anchor in the Bay and load from lighters, reaching the town by small boats, and up a narrow river into which every ripe matter is thrown, such as dead animals and filth of all description.

Of course the odor to delicate nostrils is distressing, for the tide seldom clears the stream. It is no wonder that under that tropical sun germs of deadly disease thrive and find a home.

Everything was made comfortable and the hours brightened, until after a few days the mate came to me saying, such a man seems very sick, I think we must do something for him. Hearing the description of his symptoms I said, 'It is the cholera — wait a bit — I'll see.' Taking our Medical Guide I read every symptom in that description. The captain being on shore I said, 'Go to yonder ship, ask the captain to come and stay with us while you go to town for our captain and medical assistance. In the meantime I will mix drugs as the book directs and send to the man.' A man was placed to tend the sick and Captain Slocum came on board. Just here let me tell you, that captain took off his coat, went into the forecabin and tended that sick man as he would a brother, notwithstanding danger lurked in every kind act. Could a man do that for strangers and abuse his sailors? Yet of such indeed his men accused him when later he came to New York, and it took a goodly slice from his hard earnings to clear himself from the charge.

After a time came our own boat with captain, mate, doctor and interpreter. It was a brief visit. Cholera in its worst form was pronounced. Our faces whitened and a deep silence fell.

At ten that evening the mate rapped at our door with 'the man is dead, Sir.' Just then the vessel gave a tip, and crash went a large vase sending a chill through every nerve of our bodies. A boat was sent to get a permit to bury our dead. You that have Christian burial know little of the horror that death brings on board ship. To the mate fell all the arrangement of the box and into a boat were carried the remains. There they stayed until late in the afternoon in the broiling sun before the authorities would allow them to be moved.

From that time on for six weeks we lived in mortal fear. The harbor was filled with the groans of the dying — like sheep they were falling right and left. Scarcely a tobanger passed us without its dead.

Business only called our captain from the ship. We were told never to sit on deck after nightfall. Our food was of the simplest — never a drink of water. Tea was frequently made and kept hot under the cosy. Gungy



water made from rice, toast water and oatmeal gruel, with now and then a chicken, was all we dared take.

Shortly after the first man's death came the mate again with the same old story. As before our captain had gone on shore. Not seeing the mate as he left, he told me to tell him that if any more men were ill to take them on shore at once. I gave the message and the boat came alongside. Mr. Gibbs had not gotten into it when aft came another man. His face told his story ere he spoke and said, 'Missus, I am awful sick.' No one was near to hail our boat, so I signalled to the mate and told him he must take another.

It is needless to say that they never came back. We then had to fumigate, and, with Sidney, I went for a week to our sister ship the *Bourne*,<sup>2</sup> which had shortly before arrived, making only three of our countrymen then at Manila.

The *Bourne* coming later escaped the scourge. After a time our captain found a remedy which, taken at once, never failed to do its work. From that time we did not have a case. You can not know how terrible it is to live even six weeks in such an atmosphere. A friend called Manila the Port of Desolation.

I shall never forget the day the *Bourne* weighed anchor and left us alone in that stricken port. We never turned our backs upon land with more thankfulness than when the *Besse* took her anchors and sailed out into purer air.

One morning as we made the headland at the entrance of Macassar Straits way to leeward we discovered the *Bourne*, and soon the *Northern Light*.<sup>3</sup> We made merry by signalling through the day and burning torches at night. Thus passed several days until one Sunday morning there came a dead calm, and from the *Bourne's* signals we read, 'I'll come on board.' We watched the little dinghy skim along under the *Bourne's* bow, and rejoiced to meet our old friend where every breath was not a groan. That Sunday at sea was a benediction; it gave us rest and hope. The day was soon spent, and back to his home went the *Bourne's* captain.

Shortly after a light breeze sprang up, and every sail was pulling for the home coast. We thought that our paths parted, but we met her again and yet again. Of her wandering after leaving us at Manila it may interest you to hear a little, and better words than the captain's own I can not give.

<sup>2</sup> The bark *Jonathan Bourne*, 1472 tons, 203.3 x 39.8 x 24, was built at Bath, Maine, in 1877 by Goss and Sawyer. In 1883 she hailed from Boston, and was owned by William H. Besse and others.

<sup>3</sup> The ship *Northern Light*, 1859 tons, 219.7 x 43.1 x 28, was built at Quincy, Massachusetts, in 1872 by G. Thomas. In 1883 she hailed from New York, was owned by Benner and Pinckney, and commanded by Captain Joshua Slocum (who assisted Mrs. Baker at Manila in tending cholera victims).

## Captain Doane's Letter.

Bark *Jonathan Bourne*,  
Sulu Sea, May 30th 1883.

My dear Capt. and Mrs. Baker,

Two long and tedious weeks have elapsed since I bid you good night on the eve of leaving the port of desolation for our welcome homeward bound passage, and daily do I hold you in remembrance and long to know if all is well with you and if the gentle zephyrs have wafted you even ahead of us. For I find that at noon we are only 514 miles S. by East from Manila and that our log shows our sailing to have been 874. This leaves 360 miles that we may call yachting, although there has been no fun attached to it, but a full measure of care and anxiety.

Perhaps a brief review of our progress may comfort you if you have had better luck. You were doubtless surprised to find that we had not taken our departure on the night of the 15th. But the *Jonathan* performed an evolution on getting under weigh that has astonished my weak nerves ever since. At midnight the wind was N.N.E., hove short, made sail, hauled in the starboard fore braces to pay off to N.W. and clear the *Tancook*<sup>4</sup> on starboard tack. Hove up anchor and *J. B.* fell off to North, when to my utter astonishment she began to go to the Eastward in spite of all we could do. Then tried to fill the other way, but in the mean time the old *Jonathan* was going stern first for the old *Tancook* in a way that would have made match-wood of him had we collided. Our best bower with all our sails hard full, brought us up about 20 feet from his jib boom.

Soon after hove short again as I thought we could drift clear, but when short the Old D . . . I pointed straight for the *Tancook* again and I was forced to wait for daylight and steam.

At noon we passed out by Corregidore and as the weather looked nasty and barometer falling I ran W.S.W. During the night it set in thick and rainy, wind increasing to a moderate gale from N.E. After daylight wind increased rapidly, and gradually hauled to Northward. At 9 A.M. took in lower topsails and scud before the typhoon under bare poles. At 2 P.M. wind N.W. and blowing violently with a very irregular sea. We broached to and things were rather moist for a time. Got two canvas bags with oakum saturated with lamp oil, and put them over the side, but the wind blew the top of the water off so I fancy they did not much good. At 4 P.M. moderating and hauling to S.W. and finally to South.

When the storm abated we had 19 inches of molasses to pump out, which took our steam pumps 8 hours to accomplish. Thereby hangs a long yarn which I will tell you if I have paper enough and you don't already begin to cry Hold, enough!

Now, friend Baker, you know my weakness for China Sea, having had such good luck on two former passages in May. When the storm was over I found myself 150 miles S.W. of Corregidore, and as the wind had got around to South I would still keep on, which I did for another day, making however only 60 miles. I was just congratulating myself on how I was going to astonish all you fellows that took the *Mendoza* passage, when my attention was called to something coming up from the Gulf of Siam.

<sup>4</sup> Presumably the British bark *Tancook*, 876 tons, 170.5 x 34.3 x 21.3, built at Mahone Bay, Nova Scotia in 1873, which in 1883 hailed from Quebec.

Well, to make a long story short it was an argument that proved most conclusively to my mind, as I saw topsail halyards going, and both leaches off our best mainsail, not to mention the terrible state of flutter and excitement our smaller sails were in, that China Sea route was *impracticable* just at this time.

So we up helm and run for poor despised Mendora. And didn't I address pet names to myself for all this folly?

I was ready to bet all the straw hats on board that before we could reach the straits all the Manila fleet would be through and that we should bring up the rear as we did on *entering Manila*. What a yarn I'm spinning. So here goes 'solid facts.' Passed through Northumberland Straits into Mindoro Sea on the 20th, fifth day out. On the 28th off the Western entrance of St. Basilan, wind light from nowhere, and strong current setting us to the Westward, the *Belle of Bath*<sup>5</sup> & German Barkentine in company — sometimes one gets a puff and spurts ahead and then another will be favored. On the 29th the German and ourselves were over on the Basilan shore when we were favored with the first of a southeast breeze that took us through into Sulu Sea at midnight. The *Belle of Bath* was nearly out of sight astern at sunset.

After getting safe into the Sea with a moderate breeze from S.S.W. I lay me down and had the first good sleep since we left port, and this morning when my eyes swept the horizon and I saw neither land or the *B. of B.* I was ready to sing all the Sankey and Moody hymns in the double ender . . . .

It is said that people wearing cholera bands never have cholera. How true this is I can not state. Bands however were made for both our captain and mate. The following may show how effective they proved in this case, for the captain of the *Bourne* says:

Mr. Stone is a genius. A few days after leaving Manila I passed his room, and there he sat in his bunk, a picture of patience and contentment. One leg was thrown promiscuous like over the edge of the berth showing the calf well tied up with the cholera band Mrs. Baker so kindly made. He explained that having worn the belt, and never feeling an ache or pain in the region of the diaphragm, and discovering a small boil on his leg he thought it advisable to move the band nearer the seat of disease, and was happy to say that the result was proving the wisdom of his judgment, and his gratitude to Mrs. Baker for her thoughtful favor will be everlasting.

Of Manila you all know as a Spanish port, capital of the Philippine Islands, and full of sweetness in all its stages. It consists of the old and new Manila; the old is a walled city within which I am told foreigners are not allowed to sleep. The streets are narrow and dirty. On every side is shown how times without number the heart has been shaken by many an eruption, nature covering as well as it can the ruins by luxurious growth of vines. The Cathedral alone has withstood all the convulsions. It is a gloomy structure, bare and horrid inside. New Manila has its poor shops and narrow streets with a little hum of life about them.

<sup>5</sup> The ship *Belle of Bath*, 1418 tons, 203 x 39 x 24.3, was built at Bath, Maine, in 1877 by Goss and Sawyer. In 1883 she hailed from Bath and was owned by P. M. Whitmore and others.

After winding in and around numerous islands, straits and seas which look so small on the map, we had 600 miles of Sulu Sea and Macassar Straits before we entered Java Sea with its one thousand islands.

June 24th, ship *Northern Light* ahead, we made the South Watcher, the first of the southern portion of the Thousand Islands. The day was beautiful; the Easterly Monsoon was gentle and soft as a zephyr; every sail was full, and our hearts were as light as the air we breathed. We passed one and another island until at 5 P.M. our captain judged we were clear of danger. The *Bourne* was near us, her white wings making a pretty picture which we never tired of watching. The second mate from aloft had just made his report of the position of Babia when the bell rang for dinner. As I arose from my chair I felt a terrible shock which threw me off my feet in an instant. We knew we were hard and fast on some coral reef which doubtless had been thrown up during some of Nature's numerous convulsions. Our first thought was to save the *Bourne* whose captain we knew was at dinner, and felt, like ourselves, that all danger had passed. We shouted, all to no purpose. On came the noble ship until it seemed that both would find a burial there. Our captain and men were using every means in their power to call attention to our position, when for the first time in our lives our Stars and Stripes went up union down. 'Twas a hard pull, it meant so much.

The *Bourne* was scarcely fifty yards from us when at the lee rail came the captain's head, just in time to hear our captain shout 'For God's sake port your helm!' He sprang for the wheel, shouting 'All hands aft!' He had heard the cry, seen the coral, felt it graze his ship's side, and sprang to save her. One moment longer and the two would have lain there with trembling hulls and flapping sails.

As the *Bourne* dipped into deeper water our captain shouted 'I'm ashore, come on board.' The reply came across that sunlit water, 'I will, as soon as I can deepen my water.' Silently save for the dip, dip of the oars came the *Bourne's* captain. Over our fallen ship's side he climbed and grasping our captain's hand said, 'Baker, you've saved me.' The reply came in low tones—'This is the last of the *W. H. Besse* and the last of me; take my wife and child to Angier with you; I must know they are safe, and I will come to them as soon as I can.'

But again we stayed, our presence more than ever necessary. All night we worked to clear ourselves from the coral clutches, while the *Bourne* went to Angier to telegraph for assistance from Batavia.

A fearful sea began to rise; with it our poor home bumped, bumped, and all effort could not save her. Water was gaining on the pumps. Boats



were made ready, provisioned and watered, with trunks containing just the most needful, so that at a moment's warning we could take them.

Much to our surprise one morning as we labored we discovered that the vessel floated. Our men were much exhausted, not having taken food for many hours, and all seemed favorable for a half hour's much needed rest. As there was hard work yet to do our captain gave the order, and we waited. But not long—for snap went one hawser. The sea lent its strength and threatened to snap the other. Then our captain called his men, stationed them, gave his orders, and said, 'Let every man do his duty faithfully without a *moment's* delay; all depends on your promptness when I give the word.' All was excitement. At the given signal off glided the *Besse* with a bound, but the treacherous tide took her like a plaything and piled her broadside on the coral from which she sprang. Out went the big anchor to keep her from going on more, but oh! how she bumped. Her masts shook like reeds; we thought every moment they would go overboard. The last resort, of cargo overboard, was taken, with no improvement. All had been done that could be and every man was spent. Rest was taken anywhere, our captain alone watching for we knew not what. Early the following morning a steamer was sighted coming to our assistance. We took her hawser and turned for Batavia, a ship in distress, a prey for every land vulture that could in any capacity swoop down upon us.

Divers went down and reported us badly damaged, bringing up pieces of wood as large as your arm all chewed up. Docks were inspected, and finally a floating one on the island of Amsterdam was selected because of lower terms and a warehouse nearby in which to store our sweetness. Of all that weariness you will not care to hear.

This little island abounds in gum Arabic trees which we often tapped, and from which we gathered the gum. Fever lurked in every corner of that island, so that Sidney and I were ordered by a good old Dutch doctor to be sent up among the mountains in the interior of Java to a place called Buitenrorg, the seat of the Dutch Government. Batavia had too much cholera for us to stay there in safety. Buitenrorg is a pretty place. The Governor's house is there. There are lovely drives and good air. It is Dutch to the backbone—an official at every turn. Low German only is spoken with Malay. Can you imagine anything more dreary than weeks among people that can not understand one word that you say? Of life in Buitz and the little sunshine it gave us I have little time to tell you.

It was a happy morning when the captain came to tell us that our time of bondage had passed. We rested at Batavia several days while the captain attended to business. At the Hotel with us was an American circus



company. We watched them with real interest because of their name, and their continual cries of 'Spider, Spider'—the American for the Malay 'Sparder,' meaning servant or boy, with the answering patter of the Spider's black feet, gave us the nearest approach to a laugh that we had attempted for many a day.

Out from Batavia in the little tug we went again to our ocean home with much cheer, for shortly we were to turn the *Besse's* nose towards country, home and friends. From the Dock Marten verandah we watched the vessel slowly move out from the arms that so long had held her, into the clearer water.

Sunday morning, August 26, 1883, we took our anchors, and with pilot on board proceeded down the Straits. The wind was light and what there was came contrary to law and order, for through Sunda Straits and Java Seas the wind blows six months to the Eastward and six to the Westward. The changes take place in April and October and are called Monsoons. From April to October the Easterly Monsoon prevails with clear sky and fine weather. From October to April the Westerly Monsoon blows, oft-times with great force, especially during October and November, accompanied with strong squalls and dark, gloomy weather and torrents of rain. The current then runs with great velocity, making it very difficult for sailing vessels to proceed through the various Straits out of the Java Sea. The strength of the current is governed by the force of the wind. This unusual raging of the wind disturbed the pilot. We made little distance and finally came to anchor. As the chains rattled over the side there came answering echoes, above, around, beneath, until the vessel trembled so that it seemed as if the coral must again have clutched her. The thundering and cannonading continued louder and stronger until the pilot said, 'Krakatoa must be kicking up again.' His careless way of speaking gave us little cause for alarm, so we retired; but here he said that he did not like the look of things, so took a cot on deck and remained there through the night. All night volcanic thunder sounded like discharges of heavy artillery; fine lava dust fell all through the night.

As the morning broke the sky cleared, the atmosphere was less sulphurous, and all seemed favorable for a start. 'Man the windlass,' came the order, and soon we were under weigh. The pilot waited while we pencilled a line to assure the watchers on the home shore that we were safe. Then came the God-speed, the little boat turned for the land, and we felt the voyage begun.

Sidney and I were on the main deck giving some order to the steward, when with a rush came the mate, saying 'Captain is at the wheel, he wants

you at once.' Then he shouted 'All hands on deck!' Lowering sail and rattling anchor followed quickly. As I came to the companionway our captain said, 'Look at the barometer; tell me how it stands—I fear something dreadful is going to happen. I do not like the look of things. Tell me quickly how the barometer stands and every change it makes.' So violent were its movements that I could not give its record. It would rise and fall ten tenths at a time in quick succession. It seemed as though the thing was alive.

Our sails were all made fast when like a curtain fell a darkness so intense no human eye could penetrate it. Ashes were falling like snow. Lifelines were run for the safety of those who worked, for fingers and feet were eyes.

The air was so strong of sulphur that we were battened down in the cabin and every door closed. Lights were allowed only in the cabin, and this at mid-day. Do you wonder that we thought that the day of judgment had come? Soon the wind began to blow and howl about us; then the tide rose and rushed by us fearfully. Both anchors were down with 720 feet of chain on each, yet so strong and high came that tidal wave that those chains stood like bars of iron, dragging for miles anchors, chain and vessel, threatening to snap their links, and send us to the same coral from which we came six weeks before. Our captain flung the lead again and again, but though of thirty pounds weight it floated like a cork on the water. Every few moments the captain and mate would come to us that we might know they were safe. Their faces and clothes looked as though a mason had smoothed with careful hand his mortar over all. Hours passed slowly. At five o'clock our captain opened the cabin door and beckoning to us said, 'Come here.' We answered with trembling feet. Standing in the darkness he pointed to a little rim of light which seemed far, far on an unknown shore, and whispered 'Tis a promise of another day.' That night was quiet, save for a troubled sea which for hours had been smooth as glass, blown so by the force of the wind. The 28th of August was nearly all spent in heaving short our anchor.

The morning opened as fine and hot as usual at that season. Our chains were so foul and the sun so hot that we did not make sail until at six on the morning of the 29th, when it was thought best not to carry but little sail and to proceed cautiously, for with the exception of St. Nicholas Point neither land nor soundings were familiar or as they should be. Sight after sight was worked and every time the captain would say, 'I don't understand it; according to my sights we are sailing over the top of Angier.' And we have since learned that it was indeed so, for that night Angier

with its 60,000 inhabitants, its wonderful Banyan tree and fort was wiped out of existence. I have been told that one hundred feet of water now covers much of the old city of Angier. Angier has been and is the halting place for vessels, many finding their orders to proceed to this or that port, which at the time of sailing could not be determined upon. Home letters there wait and cheer, and break many a long voyage. The new town is now nearly in the position of the old. Krakatoa has been a point of land much made by vessels entering Java Sea or Sunda Straits. It is now nearly all gone, and near to it another island appeared that day 700 feet high. It is stated on good authority that the missing mass of Krakatoa equals 200,000 million cubic feet, and that a fiftieth part of this mass suddenly dropped into the sea would create a displacement sufficient to make a circle wave nearly one hundred miles in circumference and twenty feet high. Dr. Verbeek estimated the dust to have been blown up nine miles into space.

On the 30th during the morning we were startled by our captain's cry of 'Hard up! Hard down! Easy! Hard up! Hard up! Hard down!', each order following quick after the other. A man was aloft, another on the lookout, and men stationed to pass the word along. Anxious voices were everywhere. We waited, knowing well that the master would tell us all as soon as he could. Shortly we were allowed to come on deck for a moment. 'Twas a sight I shall never forget. Our way seemed blocked by every conceivable thing: human beings bloated beyond recognition, boats, trees, fruit and animals. Should we ever be able to leave it all!

Like all other days that came to an end. We passed through the gates out into the Indian Ocean without other stain than the clinging ashes which never entirely left the vessel as long as she floated upon the water. At evening we passed *Prineer*<sup>6</sup> Island, which thus far was the first land that we had passed as it should be. The dock in which we repaired pulled from its moorings on the 26th and floated by us that day on an unknown and unreported voyage. Had we been overtaken while in its embrace it certainly would have been the last of us all.

For six hundred miles we sailed in the open sea ere we found blue water. Thus we knew Nature had sent her voice far and wide. Should we ever know or find our way—and where? Soon a dire stillness fell among us. One and another was taken; even the mate yielded, so that when we found the water blue about us and hope threw out a ray of sunlight we scarcely caught it.

<sup>6</sup> *Sic*, but no doubt 'Princes' in the original.

One evening just at nightfall we folded our flag over the box which held one of the crew. The captain read the burial service and into the ocean the box was lowered. Java fever or Beri beri as they called it lingered about us all the voyage, so that when off Hatteras we were ill prepared to battle with a hurricane.

However, when the three lights of Truro were sighted, and later Highland light, the home hawser was pulling so strong that courage came to every heart but mine. Even with pilot, tugs and assistance the home light was dim. Truly we were and had been Toilers of the Sea.



## West India Hurricanes

BY J. W. SOMERVILLE

THE following story should prove to anyone that shipping is a hazardous although interesting business, as part of it, while it happened to the writer, may not happen to another man on earth.

When the war in Europe broke out in 1914, we, as the United States, had only fifty-eight steamships that could go deep water and twenty-six of these belonged to one company while sixteen of the balance were tankers. So, noticing this condition, I wrote to several vessel owners asking their best price on a number of vessels that I knew and had selected but their reply was, in practically every instance, that while they were or had not been making any profit, if I as a man not owning any vessels at that time could see anything in the future, they were willing to wait and take it as it comes.

While I had been connected with shipping for some years, I never owned any tonnage until 1915. I bought one of the fastest and most successful schooners afloat at that time, the *J. E. Du Bignon*.<sup>1</sup> This vessel on one voyage sailed from Fernandina to Perth Amboy in 101 hours and returned to Savannah in 98 hours. During the summer of 1904 there was a great deal of southerly winds on the Atlantic Coast, so much so that a fleet of some sixty sailing vessels could not beat by the point of shoals at Hatteras. Some of the vessels were there from six to eight weeks. On one morning the Mate of the *Thomas Winsmore*, a man named Olsen, looked up to the north and sighted a three-master with all staysails set and he then exclaimed, 'That vessel is the *Du Bignon* and when she gets down to the shoals, she will go right south!' So this vessel beating south rounded the shoals and left the fleet at 3:00 P.M. that same afternoon and arrived in

<sup>1</sup> Built 1890 at Boston by W. McKie, 493 tons, 157.7 x 35 x 13.4 feet. She was lost by capsizing off Cape San Blas in the storm of 4 and 5 July 1916 and was later towed into Pensacola, where the wreck was put up for sale. I bid as high as \$4,500 but another got her for something like \$5,600. Then she was righted, and as she was completely gone from her stern post aft they rebuilt her and put on a new fan tail without ever docking her. She was also given a bald-head rig. When new she was a fine schooner but rather lightly built. Her timbers were of chestnut and she cost \$36,000 in 1890. The *J. E. Du Bignon* was lost for good after sailing from New York 24 December 1918 for Buenos Aires.



Savannah, discharged and loaded, and was passing out to sea when the first of that fleet commenced to come in. One of the vessels, the bark *Tillie Baker*, in order to get out of the fleet and get south, had to go away east to Bermuda.

One time I was loading this *Du Bignon* in Savannah when three Negro sailors came by and one exclaimed 'Why, there's the old *Du Bignon*. I used to sail in her and she *p'int*s five *p'int*s to windward of de wind!' So, in 1915 I bought her (and she was my first vessel). I also bought her model and had five vessels designed from it. Unfortunately I lost this vessel with her captain, Thomas Borden, and all hands 5 July 1916. At that time she lacked \$17 of having paid me out but in 1931 my banker advised me there was \$16.33 to my credit on that vessel as there happened to be a dividend check that had never been cashed.

Then I bought the little three-master *Jennie S. Hall*<sup>2</sup> and sent her out to Martinique, but she was lost that voyage with Captain Henry Sprinkhorn and his crew. Both of these vessels were lost in a West India hurricane.

During the same summer I bought the double-deck three-master *Phineas W. Sprague*<sup>3</sup> and after sending her to Naples, she was lost on a voyage from Salerno to Sevilla, Spain, off Palos (where Columbus sailed from). This vessel cost me \$14,000 but I paid out in dividends \$86,000.

During 1916 I contracted to build a new vessel which I named the *Gertrude A. Somerville*.<sup>4</sup> This ship was built of the very finest material and finished in the best of shape. I even imported two very fine woods from the Amazon so as to finish her cabin and I now understand the Cunard Company imported the same kind of wood to finish a number of the cabins in the *Queen Mary*, some twenty years later. This vessel I put in service in 1917 and she was most successful. On one voyage she sailed from Las Palmas to Barbadoes in thirteen days and during her first year she paid out 157 per cent of her cost value in dividends.

At this same time I started building two four-masters, the first being named the *Jean L. Somerville*,<sup>5</sup> a single-deck vessel, and on the second four-master the builders claimed I did not take advantage of my option quick enough and as vessels had increased in value they wanted her themselves. So then I contracted with the late E. James Tull, in Pocomoke City, Maryland, to build me two three-masters which turned out to be the finest ves-

<sup>2</sup> Built 1881 at Waldoboro, Maine, by W. Fish. 450 tons, 143 x 33.2 x 12 feet.

<sup>3</sup> Built 1887 at Thomaston, Maine, by A. Simmons. 788 tons, 175.9 x 35.1 x 18 feet.

<sup>4</sup> Three-master built 1917 at Gulfport, Mississippi, by T. M. Favre. 556 tons, 161.3 x 35.6 x 12.8 feet.

<sup>5</sup> Built 1919 at Gulfport by the Gulfport Shipbuilding Company. 749 tons, 180.8 x 36.4 x 15.6 feet. The other four-master built by the Gulfport Shipbuilding Company was the *Elizabeth Bandi* of 767 tons.

sels of their kind ever built out of wood and iron. The *J. W. Somerville*<sup>6</sup> came out in 1919 and the *Lillian E. Kerr* in 1920.

Really the unusual part of this story is that I lost the *J. W. Somerville* (named after myself) off Tampa—Captain W. H. Bennett, 27 October 1921. The West India hurricane, after wrecking her, crossed over Florida and wrecked the *Gertrude A. Somerville* (named after my wife) off Savannah—Captain Thomas Graffin—namesake of both husband and wife, wrecked and lost with all hands, both in one storm and night, one on *each* side of Florida.

At this time it might be well to call attention to the fact that underwriters have for years considered August and September the hurricane months but I lost the *J. E. Du Bignon* 5 July and then lost the two *Somervilles* 27 October, so one might say the hurricane season is four months instead of two.

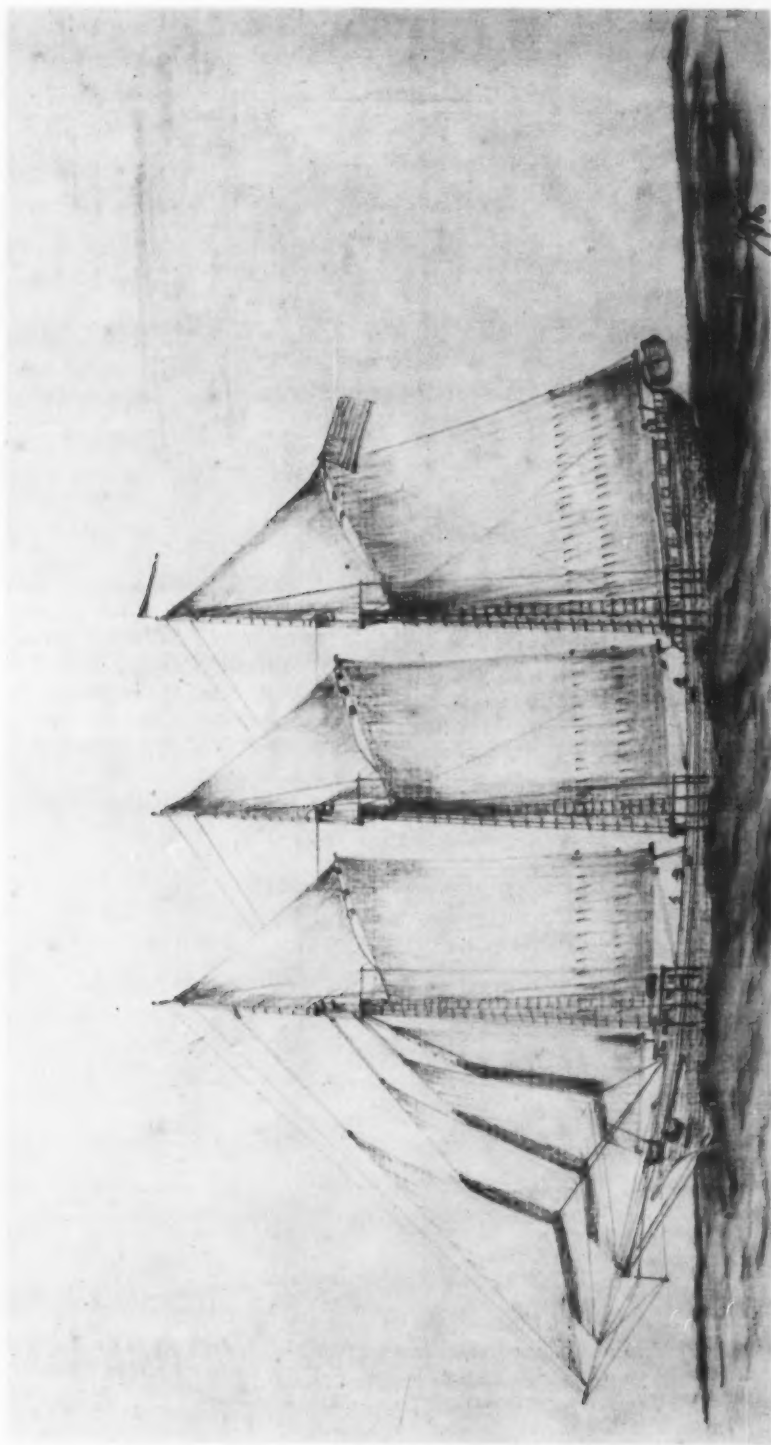
Then also these vessels were built, the first one by Mr. Thomas Favre of Gulfport, Mississippi, who shot and killed himself in 1932, while the *J. W. Somerville* was actually built by Mr. Woods Tull and he shot and killed himself in 1936 while operating a shipyard in Hampton, Virginia.

As to the *Lillian E. Kerr*, strange to state, she operated right along until Friday the 13th of November 1942, while bound down to Nova Scotia and east of Boston, she was run down and cut in two right at the foremast and all hands lost. The steamship that caused this accident was the *Alcoa Pilot*, a steamer I had bought from the Shipping Board in 1925, named at that time the *Sabotawan*. When this steamer struck the *Kerr*, the captain of the steamer gave orders 'Full Speed Ahead,' leaving them all to drown, but later another ship, the *Cyrus Field*, picked up the Captain, but he died before they reached the Cape Cod Canal.<sup>7</sup>

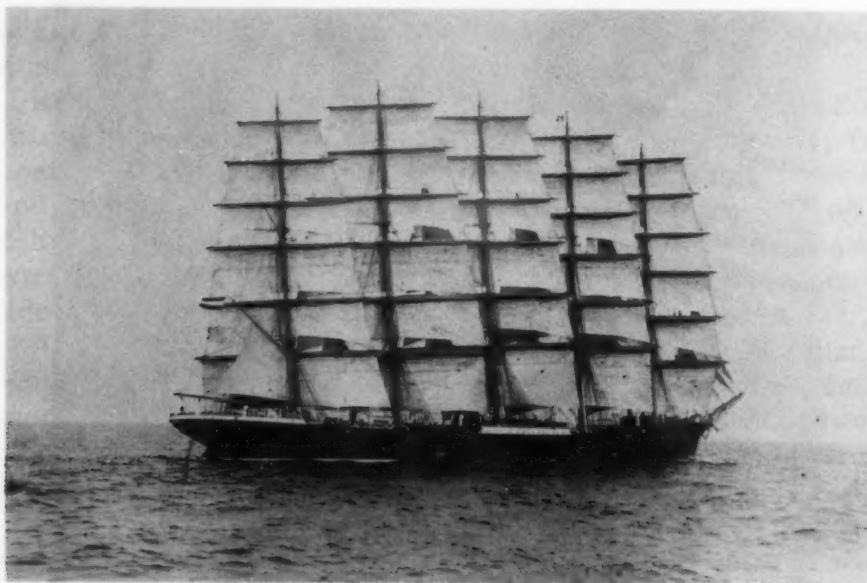
So, in conclusion, one will see that shipping is a very hazardous game but a very interesting one and while I had heard different stories as to why a ship was called a 'she,' I have decided that it is because you cannot tell when they are coming home or how much money they are going to spend.

<sup>6</sup> 547 tons, 160.2 x 35.2 x 12.7 feet. She had 17-inch white oak timbers; planking, keel, keelson and deck beams of pitch pine; 4¼ inch square fir deck; 60 tons of bolts; 1800 treenails, 80 per cent going through; plow steel rigging; Plymouth running rigging; Woodbury sails; Edison steering gear. Her deck was what is known as a drop deck, as it ran level, giving lots of room under the forecandle head, so that she had toilet and wash room there forward—something new in sailing vessels. The *Lillian E. Kerr* was 548 tons and 160.2 x 35.5 x 12.7 feet.

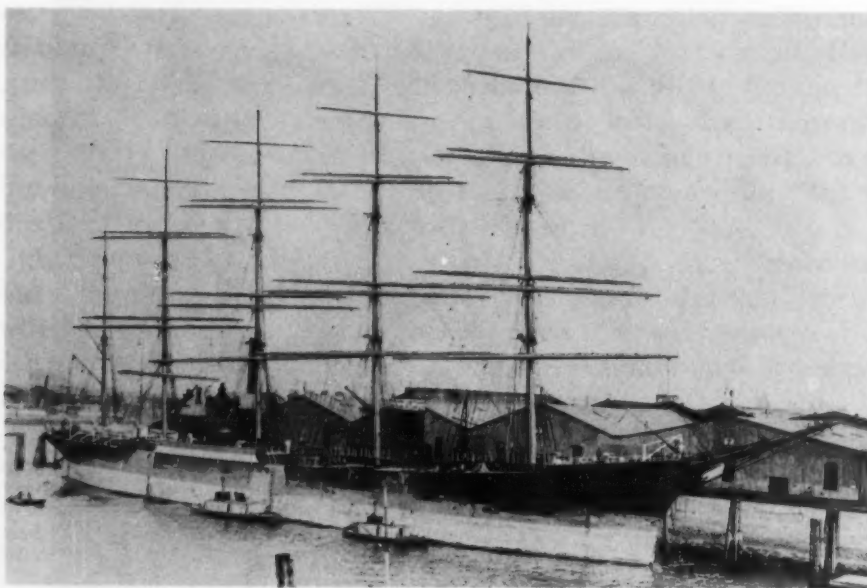
<sup>7</sup> See also THE AMERICAN NEPTUNE, IV (1944), 172-174. The *Alcoa Pilot* was leading a convoy and hence could not stop.



*Schooner J. W. Somerville*  
*Drawing by J. W. Somerville*



Five-masted steel ship *Preussen*, built in 1902



Five-masted steel bark *Potosi*, built in 1895

*Photographs by Nautical Photo Agency*



# Notes

## FIVE-MASTED SQUARE-RIGGERS

FIVE-MASTED schooners, topsail schooners, two-topsail schooners and barkentines have all been discussed in *THE AMERICAN NEPTUNE*<sup>1</sup> but there remain still to be considered the rigs having yards on more than two masts.

The iron British steam frigates *Northumberland*, *Agincourt* and *Minotaur* of the 1860's (displacement 10,395 tons, dimensions 400 x 59.4 x 27 feet) were each given five masts. The *Agincourt* and *Minotaur* came out square-rigged on the first four masts, with double topsail-yards; but after their first cruises they were refitted with single topsails and yards on only three masts, and the same rig was also put on the *Northumberland*. Owing to a custom of carrying spare yards crossed on the after-masts, these vessels sometimes appeared to have five fully square-rigged masts. In the 1880's they were cut down to three-masted rigs.

On merchant vessels the rig of four masts with yards, the fifth schooner-rigged, has always been known as 'five-masted bark.' It has been carried by six vessels, all built of steel, which are worth mentioning in some detail, as they were among the largest sailing vessels ever attempted. Only two, however, were put into service without auxiliary power.

The earliest of these was the *France* (3784 gross tons, 361 x 48.8 x 25.9 feet), built in 1890 by D. & W. Henderson of Glasgow, Scotland, for A. D. Bordes & Cie. of Dunkirk, who operated her carrying sodium nitrate from Chile. She was lost at sea in 1901.

The next was the *Maria Rickmers* (3813 tons, 375 x 48 x 25 feet), built by Russell of Port Glasgow in 1891 for the

<sup>1</sup> v (1945), 81, 137-141.

Rickmers of Bremen for their rice trade from Indo-China. She had a lofty rig, with three sky-sails and eight topgallants, and was also provided with a 750-hp. auxiliary steam engine. She disappeared at sea in 1892, bound home from Saigon on her maiden voyage.

In 1895 F. Laeisz of Hamburg, Bordes' chief competitor in the nitrate trade, built the *Potosi* (4026 tons, 366.3 x 49.7 x 28.5 feet; Plate 18), in Tecklenborg's yard at Geestmünde. The *Potosi* had an excellent sailing record in the Cape Horn trade; she passed into Chilean hands in World War I, was renamed *Flora*, and was finally lost off the Argentine coast in 1925.

The Rickmers tried again in 1906 with the *R. C. Rickmers*, built at their own yard at Bremerhaven (5548 tons, 410.7 x 53.6 x 30.4 feet, single-screw steam auxiliary of 1100-hp). Captured by the British at Hull in 1914, she was renamed *Neath* and was finally lost to a German torpedo in 1917. In 1912 the Gironde shipyard at Bordeaux built a second *France* (5633 tons, 418.8 x 55.8 x 24.9 feet, twin-screw diesel auxiliary), a bald-headed five-masted bark to carry nickel ore from New Caledonia. Her engines were removed in 1921, and she made a couple of voyages as a pure sailing vessel before being wrecked on the New Caledonia coast in July 1922.

The last of the five-masted barks was the *København* (3901 tons, 368.9 x 49.3 x 26.9 feet; 500-hp single-screw diesel auxiliary), built by Ramage & Ferguson at Leith, Scotland, in 1921, as a training ship for the Danish East India Company. She replaced a hull ordered in 1914, which had been requisitioned by the British Admiralty and converted to a tanker. The *København* disappeared in 1928 on a voyage from the River Plate to Melbourne, Australia.

There has been only one five-masted full-rigged ship—the *Preussen* (5081 tons, 407.8 x 53.6 x 27.1 feet; Plate 18), built



at Geestamünde in 1902 by J. C. Tecklenborg for F. Laeisz. With double topgallants and royals on each mast she crossed thirty yards, more than have been carried by any other vessel, the next to her being the four-masted ship *Peter Rickmers* with twenty-eight. The *Preussen* was wrecked in the English Channel in 1910, outward bound to Chile, after collision with a steamer near Dover.

JOHN LYMAN

#### THE 'QUARTER WAGENER' OF CAPTAINS WARNER AND DEANGELIS

At least two, possibly three, of the owners of the 'Quarter Wagener' described by Charles E. Goodspeed in the January issue of *THE AMERICAN NEPTUNE*, VI (1946), 78-79, were Connecticut River shipmasters.

Captain Seth Warner was a native and resident of Saybrook, Connecticut. During the Revolution he organized a company of seamen and took command of the galley *Trumbull* on Lake Champlain. Later on during the war he commanded the privateer sloop *Sally* of Connecticut. In 1789 he was master and part owner of the schooner *Waterford* of New York and in all probability the 'Quarter Wagener' bearing his name was used on that vessel, although he continued in command of the same after apparently disposing of the book of charts.<sup>1</sup>

Captain Pascal C. J. DeAngelis of Saybrook, Connecticut, was sole owner and master of the sloop *Betsey* of Saybrook from 1792 to 1795 and unquestionably the 'Quarter Wagener' was used by him on that vessel together with later vessels under his command.<sup>2</sup> In 1795 he had a new schooner built for himself at Haddam, Connecticut, which he as sole owner and master also named the *Betsey*.<sup>3</sup>

<sup>1</sup> Schooner *Waterford* of New York. Built Connecticut, 1787. Tons 76: 63-11 x 19-9 x 7.

<sup>2</sup> Sloop *Betsey* of Saybrook. Built Saybrook, Connecticut, 1792. Tons 50-56/95: 53-10 x 17-4½ x 6-4½.

<sup>3</sup> Schooner *Betsey* of Haddam. Built Haddam, Connecticut, 1795. Tons 51-32/95: 53-6 x 16-4 x 6-10.

The first register of the schooner *Betsey* is recorded as of Haddam, Connecticut; likewise the residence of Pascal C. J. DeAngelis is recorded as of Haddam. Thus it appears that the family removed to Haddam from Saybrook about 1795. In 1796 Captain DeAngelis built another new vessel for himself, the brig *Betsey* of Haddam which he soon sold, for in 1797 he went out as master of the Haddam schooner *Bicon*.<sup>4</sup> No record appears after 1797 pertaining to Pascal C. J. DeAngelis in connection with maritime pursuits, although a Lewis DeAngelis is noted as master of Connecticut River vessels in 1801 and 1802.

Inasmuch as the name of Captain DeAngelis' wife was Betsey, his sloop, schooner and brig of that name were undoubtedly named for her and it appears that the 'Quarter Wagener' was used by him on all of these vessels.

Hamilton is a name common to the section of Connecticut where Captains Warner and DeAngelis were resident, and although I do not have a Captain William Hamilton listed in this early period it is logical to assume that Captain Warner may have obtained the book of charts from one whose home port was nearby.

THOMAS A. STEVENS

#### AN ADDITIONAL NOTE ON PADDLE BOX DECORATIONS

In an article on the paddle box decorations of American side-wheel steamboats<sup>5</sup> I stated that, although complete fan-shaped casings were hardly felicitous objects to hand down to posterity, some examples of this type of ship carving had

<sup>4</sup> Brig *Betsey* of Haddam. Built Haddam, Connecticut, 1796. Tons 166-58/95: 75 x 20-2 x 11-2.

<sup>5</sup> Schooner *Bicon* of Haddam. Built Haddam, Connecticut, 1797. Tons 114-90/95: 78-3 x 19-3 x 8-6.

<sup>5</sup> 'Paddle Box Decorations of American Sound Steamboats,' *THE AMERICAN NEPTUNE*, III (1943), 35-47; also reprinted in booklet form as Publication No. 11 of The Mariners' Museum (Newport News, 1943).

been preserved in the center half-moon carved plaques from which sun-burst rays extended. Photographs of lunettes from three steamboats were used as illustrations with the article.<sup>6</sup> This note presents identified carvings from two other steamboats. Although lacking the inspirational appeal of the sailing ship figurehead, this form of typically American decoration is not without interest and possibly NEPTUNE readers would care to send in examples known to them. Computing the number of steamboats built in this country between the 1850's and 1890's, virtually all of which had

<sup>6</sup> The 1837 *Kingston*, 1862 *Monohansett*, and 1854 Fall River Liner *Metropolis*. The caption of the *Metropolis* stated that the vessel was built in 1885. I take this opportunity to correct that obvious error, for it was in 1885 that the *Metropolis* was scrapped.

fancy paddle boxes, it is surprising how few of these lunettes have been preserved or even recognized as such.

The Nantucket Historical Association has both port and starboard lunettes of the well-known 184-foot steamer *Island Home*, built in 1855, one of which is displayed at the Association's Fair Street Museum and the other, a mirrored likeness, at the Whaling Museum. It also owns one of the lunettes said to have been on the 181-foot island steamboat *River Queen*, built in 1864 and famous as General Grant's dispatch boat in the Civil War. Both are carved in low relief having gilded American eagles clutching typical American shields. The *River Queen* lunette is approximately six feet in diameter; the *Island Home*, slightly smaller. (Plate 19.)

ALEXANDER CROSBY BROWN

# Documents

## SPECIFICATIONS FOR A SCHOONER'S SAILS

WHILE specifications for particular types of vessels are not easy to find, those for sails seem to be even more rare. Those given below are for the five-masted schooner *Mary W. Bowen* built at Bath, Maine in 1900. They are from a notebook kept by George Bush, a Baltimore sailmaker. It is interesting to see that Mr. Bush called the fourth mast the 'jigger' and the fifth the 'spanker,' the reverse of the usual nomenclature.

Jib topsail—No. 1 Duck.  $3\frac{1}{4}$  Rope. Ring in clew. Whole b read th Draw band.

Flying jib—No. o Duck.  $3\frac{3}{4}$  Rope, Leech and Foot covered all way. Whole b read th band across draw.

Jib—2/o Duck.  $3\frac{3}{4}$  Rope on Leech.  $3\frac{1}{2}$  on Foot and stay. 33 laceing Thimbles on stay. Foot stops cut 6'3".

Fore staysail—2/o Mt. Vernon Duck. 4 in Rope on Leech and Stay.  $2\frac{3}{4}$  Russia Rope on foot. 27 Laceing Thimbles. Foot stops cut 5-3.

Fore sail—2/o Duck.  $5\frac{1}{2}$  Rope on Leech.  $4\frac{3}{4}$  on Mast  $2\frac{3}{4}$  Hemp foot.  $2\frac{1}{4}$  Head. Reef points cut 6 feet 9 inches. Foot stops cut 7 ft 9 in. One Reef Marked 18 feet.

Fore Gaff Topsail—No 3 Medium Duck.  $3\frac{1}{4}$  Rope. Ring in clew and head.

Main sail—No. 2/o Duck.  $5\frac{1}{2}$  Rope on leech.  $4\frac{1}{2}$  on Mast. 3 in on foot.  $2\frac{1}{4}$  on head. One reef Marked 18 feet. Reef points cut 7 feet. Foot stops cut 8 feet. Plymouth Rope. Leech covered all way.

Main Gaff Topsail—No 4 Duck  $3\frac{1}{2}$  Rope on Leech.  $3\frac{1}{4}$  rope on foot and stay. Ring in head. Patent rigged.

Mizzen-sail—No 2/o Medium Duck. 6 in Leech Rope.  $4\frac{3}{4}$  mast.  $2\frac{3}{4}$  Russia

on Foot  $2\frac{3}{4}$  Head. Points cut 6-9. Stops cut 8-9. Reef marked 18 feet.

Mizzen Gaff Topsail. Made same as the Fore.

Jigger—2/o Duck 6 in on Leech.  $4\frac{1}{2}$  on Mast. 3 in on foot  $2\frac{1}{4}$  head. One reef only marked 18 ft. Ring in reef roped out with 3 inch rope. Reef points cut 7 ft. Stops cut 8 ft. Plymouth Line.

Jigger Gaff Topsail—Made as the ones above.

Spanker—2/o Duck.  $5\frac{1}{2}$  Rope on Leech. 3 in on foot. 5 in on Mast  $2\frac{1}{4}$  on head. Two reef bands. 2 Reef tkles. Leech rope covered all way. Reefs marked 16 feet and 10 feet. Points cut  $6\frac{1}{2}$  and 8 feet. Foot stops cut 8 feet. Double reef thimbles in first reef seased together wire seased reef takles in both reefs. Reef points cut  $6\frac{1}{2}$  and 7 ft.

Spanker Topsail—No. 3 Duck  $3\frac{1}{2}$  Rope on leech.  $3\frac{1}{4}$  on foot and stay. Patent rigged. No Lizzards.

Contributed by M. V. Brewington

## A CIVIL WAR RIVERSIDE SHIPYARD

THE Brady collection of Civil War photographs now in the National Archives is deservedly famous as the outstanding collection of photo-documents of the Civil War. In fact, the fame of the Brady negatives has been so great as to obscure other contemporaneous photographic activities that in concept, technical quality, and execution fully equal and sometimes surpass the results achieved by Brady and his men.

Samuel J. Cooley, or, as he signed himself, Sam Cooley, was employed by the Quartermaster Department of the Army to prepare record photographs for the use of the Quartermaster General during the Civil War. His original negatives, if they exist, have been lost to view, but his work is represented by contemporary prints in the National Archives. Here, the largest single accumulation is to be

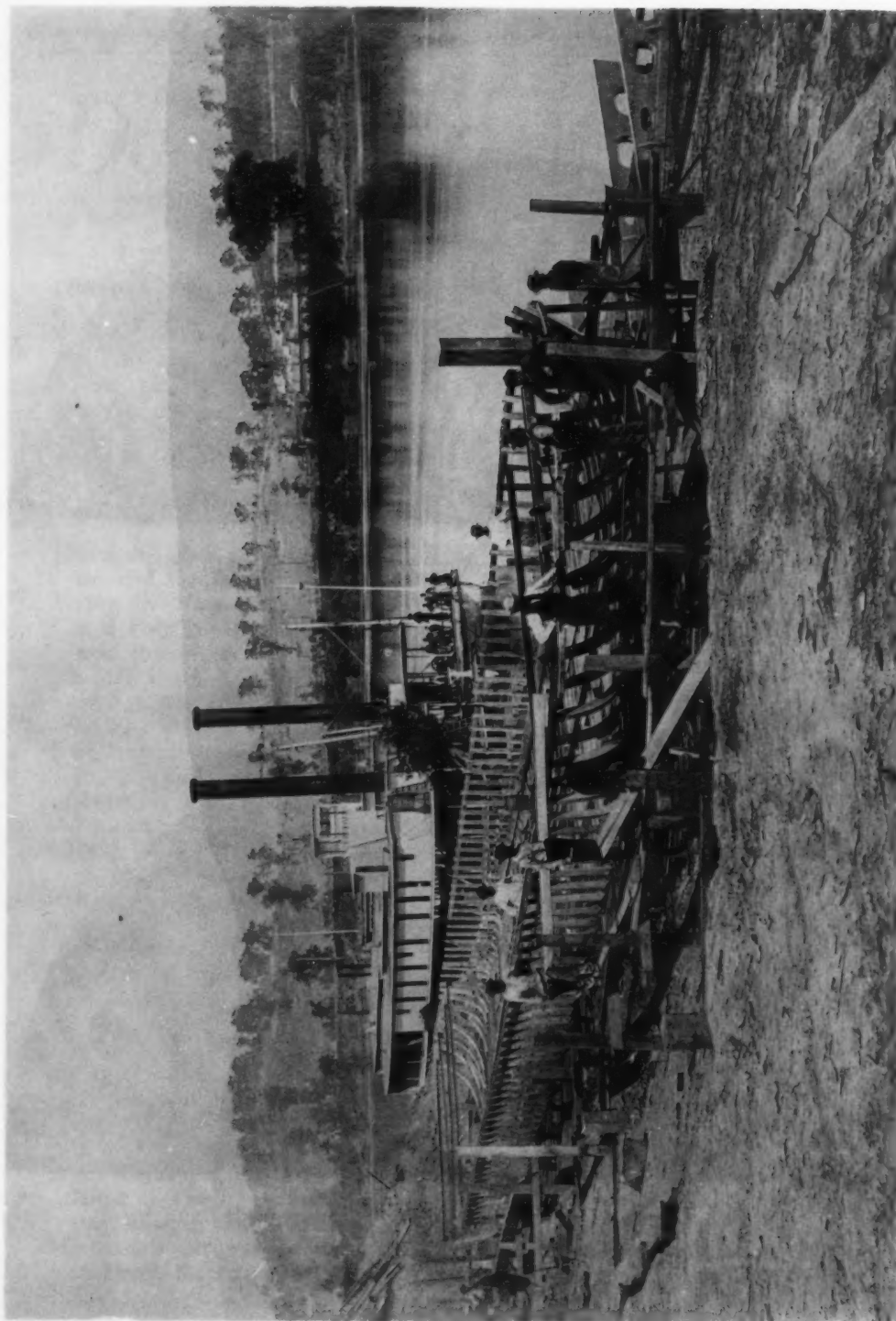


Paddle box lunette of steamboat *River Queen*, built in 1864  
Nantucket Historical Association



Paddle box lunette of steamboat *Island Home*, built in 1855  
Nantucket Historical Association

*Photographs by Commander A. C. Brown, USNR*



Shipyard at Chattanooga, Tennessee, during the Civil War, showing two river steamboats under construction and the completed steamboat *Bridgeport*

*Reproduced from a photograph by Samuel J. Gayley in the National Archives*



found in the Cooley collection of eight albums and a large number of loose prints in several collections. Probably in addition to barracks, hospitals, railroad terminals and other views, are found a considerable number of extremely interesting photographs of sea-going ships chartered for use as transports or auxiliaries, sometimes showing complete vessels, or details. Of even greater interest are his views of the river steamers that made up the flotilla of supply vessels that were so important in the latter stages of the Civil War campaigns.

One striking view of a riverside shipyard was recently found in the collection. It is reproduced herewith as Plate 20. The river is believed to be the Tennessee, with Missionary Ridge in the background. Photographically, the print is excellent; historically, it is exceedingly important, for it shows in the immediate foreground a framed-up river steamer hull under construction on skids for sideways launching. In the middle background, a second steamer that has been launched is shown in process of building with the upper works partially completed, the engines apparently installed, and the smoke chests in place. In the background, a completed steamer, the *Bridgeport*, is moored. Thus the entire cycle from frame to completed steamer is graphically shown in a single photograph.

Documents are not always handwritten manuscripts, or printed pages. In selecting this photograph for reproduction as a photo-document, it is believed that study will reveal details of construction and construction methods that at this date are novel. Perhaps it may be possible some day to list all the marine views in the Cooley collection in order that they may come more generally to the attention of students of history and maritime affairs. In the meantime, the collection may be consulted at the National Archives, and reproductions are available at nominal cost.

Contributed by Vernon D. Tate

#### DISCOVERY OF THE SOLOMON ISLANDS, 1568

[Translation from document in Colección Muñoz, tomo X, folios 197-212, Academia de la Historia, Madrid. See note in G. F. Duro, *Armada Española* (Madrid, 1896), II, 260.]

Solomon Islands. 1567 Pirú

REPORT which the Illustrious Doctor Barros, Judge of this Royal Audiencia ordered prepared by instructions of His Excellency, with regard to the discovery of the Solomon Islands.

[Folio 197 v. blank.]

[Folio 198] In the City of La Plata,<sup>1</sup> on the forth day of June of 1573, His Excellency, Don Francisco de Toledo, viceroy, Governor, Captain General of these kingdoms and provinces of Pirú, stated that His Majesty, as recorded in one of his royal letters [cédula] which he sent to his Excellency, wishes specially to be informed regarding the discovery of the Solomon Islands, which Licenciado Castro entrusted to Alvaro de Mendaña, and about the kind of lands and islands which were discovered, and what benefits might be obtained there, and whether it would be well to send and have them conquered and peopled, and what people would like to go there at their own expense, and of their rank, and His Excellency commands that when these details are known, he should send a report together with his opinion. So that the commands of His Majesty may be complied with, he ordered and hereby instructs Dr. Barros, His Majesty's judge in that royal court, and Captain Martin Garcia de Loyola, Knight of the order of Calatrava, to take and receive from the persons who might be in this city and had gone on the expedition to the Islands, all information regarding the above, putting to them the questions that may be necessary, and when ready, to deliver this report to His Excellency to send to His Majesty, and that for this

<sup>1</sup> 'La Plata' is now Sucre in Bolivia.

and whatever is necessary therefor, they had been given power and the formal commission. And so he decided and ordered and signed with his name.

DON FRANCISCO DE TOLEDO

[rúbrica]

Before me, Alvaro Ruiz de

Nabamuel,

[Flourish]

[Folio 198 v.] In the city of La Plata, on the fourth day of June, 1573, the Illustrious Dr. Barros, Judge of this royal Audiencia, and the knight commander Martin Garcia de Loyola, in using this commission, to carry out that which His Excellency instructs and entrusts them to do therein, before me, the above mentioned scrivener, made the report and put the questions as follows:

Before me, Juan García Torrico, scrivener of His Majesty,

[Rúbrica]

[Folio 199] The following questions shall serve to examine the witnesses who testify regarding the information on the discovery of the Western Islands in the South Seas, commonly called the Solomon Islands, these witnesses to state whether it really happened as stated in each question, or whether there was anything contrary to the contents of said question.

I.—Firstly if they know anything of the Western Islands in the South Sea, those discovered in 1567 and 68, as well as those remaining to be discovered to the left of the route which they followed on that voyage of discovery.

II.—Also whether they know, believe, saw or heard it said, that Pedro Sarmiento, cosmographer, having reported on the islands and lands which were in the South Sea to the West, to Licenciado Castro, former governor of these kingdoms of Piru, said governor Castro ordered constructed a fleet of two ships, and appointed Alvaro Mendaña, his nephew, as commander, and Pedro de Ortega as grand-master (maestre de campo), and Pedro Sarmiento as captain, and provided pilots and men and equipment

of said vessels of the fleet, and seventy soldiers or more were on board, and together with the sailors and servants, there were over one hundred and fifty men. State what they know.

III.—Also whether they know, etc., that in the construction of said vessels, and payments made to the soldiers, and for arms and provisions and necessary equipment for the expedition, over sixty thousand pesos of His Majesty's funds were spent, as provisions were taken for more than one vessel. State what they know.

III.—Also whether they know, etc., that having left from the port of Lima on the 19th December<sup>2</sup> of the past year, 1567, said two vessels with the men on board going on this discovery, and the general and pilots having instructions to take the route toward the south west up to 23 degrees, which would take them to the latitude which Captain Sarmiento had stated, and having navigated along this route until the 28th of said month of December, and being 170 leagues from Lima, the pilot Hernan Gallego changed the course, making leeway [mudo derrota] without the advice of Captain Sarmiento and the pilots, as was his obligation. State what they know, and who was to blame.

V.—Also whether they know, etc., that navigating on the course taken by Hernan Gallego, and when they were 280 leagues from Lima, on Thursday, the 4th of December of said year of 67, in the evening, a soldier named Alonzo Rodriguez Franco, and another one named Manuel Alvarez, sighted land to the north east, and some soldiers certified the fact, and the Captain, [Folio 199 v.] Pedro Sarmiento said it was at 14 degrees to the south, and although he requested the General that they should go to reconnoitre the land, the pilot would not do so, but passed it by. State what they know.

VI.—Also whether they know, etc., that having abandoned the course they

<sup>2</sup> Should be November.

had been instructed to follow, and continuing on the one taken by the pilot Hernan Gallego, they descended to five degrees, and the general seeing the route was lost, and that he could not return upwards as the weather was contrary, by order of Captain Sarmiento they navigated to the east quarter to the southwest, and having arrived at the seventh degree, and being 1400 leagues from Lima they discovered an island which they called 'Nombre de Jesús,' because it was discovered on that day, the 15th January. State what they know.

VII.—Also whether they know that on the seventh day of February of the year 68 they discovered another island, which the native indians called Atogla, and the Spaniards named it Santa Isabel de la Estrella, and that the 'tauriquis' who are the owners of that land, especially Biley Banharra, in the name of his father, who is the chief, acknowledged obedience to His Majesty, and bore witness thereto. State what they know.

VIII.—Also whether they know that the land is good and there are many people there, big villages and rivers, and fertile soil for raising food, and there are many pigs and castillian chickens, ringdoves and fowl and birds that are good to eat, and there is a lot of ginger and cinnamon, sandal wood of all kinds, and many other fruit trees and sarsaparrilla and quinine and much lumber for ships, and gold-bearing rivers, because one of the native indians of the island, having seen some brass cups and some pieces of gold, said that on this island and on other neighbouring ones, there was a lot of it. State what they know.

IX.—Also whether they know, etc., that Pedro de Ortega having sailed around the island in a brig, he found that said Island of Santa Isabel was very large, and had many rivers, and that there were many other islands near to it. State what they know.

[Folio 200] X.—Also whether they know, etc., that the General having left with all the men in the vessels from the

Island of Santa Isabel, on the eighth May, they arrived at the big island, which the natives call Ganbata, and the Spaniards named Guadalcanal on the 11th May, and took possession for His Majesty, and raised a cross and the friars said mass, and the 'taurique' chief of that province, came in peace and did homage for His Majesty.

XI.—Also whether they know that this island is very big, with many inhabitants, and has large villages, and that the native indians there have many police and obey natural laws, and the land is very fertile. State what they know, etc.

XII.—Also whether they know, etc., that near to said islands of Santa Isabel and Guadalcanal there are many other islands and that all of them have very good land, are healthy and fertile. State what they know.

XIII.—Also whether they know, etc., that there are many people on these islands, and that they demonstrated much good will to learn and enquire about natural things and political ones, and that they accepted gladly and with good will the evangelical preaching. State what they know, and if they understood anything different to the contents of this question, it seeming to them that the indians were not very intelligent or capable.

XIII.—Also whether they know, etc., that with the people who were with said Alvaro Mendaña they could populate those islands, and [Folio 200 v.] that he had men and arms for this purpose of conquering them and that the soldiers were ready to do this, and if he did not do so it was because Alvaro Mendaña and others who agreed with him, wanted to return to Peru.

The witnesses should say and declare what reasons there were for not conquering them, and who those were who prevented this. State what they know.

XV.—Also whether they know, etc., that if said Alvaro Mendaña and those who were with him had conquered said islands, they would have done a great

service to the Lord, our God, by converting the natives of those islands, and to His Majesty, because they have an abundance of ginger, cinnamon and gold and other very costly things. State what they know.

XVI.—Also the witnesses should state whether they know those who have testified before them, and whether it is true that they went on the voyage of discovery, and believe that the former had spoken the truth in their statements and testimonies, because they know them and believe them to be men about whom it should not be believed nor thought that they would say anything contrary to the truth.

[Rúbrica]

This is the questionnaire by which the witnesses were examined whom Doctor Barros ordered examined by virtue of his Excellency's commission, together with Captain Loyola, to prove the contents of these questions.

Joan García Torrico, scrivener  
of His Majesty.

[Rúbrica]

[Folio 201] In the city of La Plata, on the fourth day of the month of June of 1573, said gentleman, Doctor Barros, of the Council of His Majesty, Judge of this Royal Audiencia, and Captain Martín García de Loyola, Captain of the Guard of His Excellency, and of the order of Calatrava, in compliance with the commission, ordered brought before them Francisco García Tarifeño, of the company of gentlemen harquebusiers, who for this inquiry took the oath in legal manner, and thereunder promised to speak the truth, and the questions having been put to him which were prepared for this purpose, stated the following:

I.—To the first question he replied that he knew about the islands to which this question refers, because he saw them and landed on some of them.

II.—To the second question he replied that in the year 1567 Licenciado Castro, who at that time governed this kingdom,

had two vessels built and had men ready to go to discover the islands mentioned in the question, news about which had been had for many years already, and to go on this voyage of discovery the said governor appointed as General, Alvaro de Amendaña, and as grand-master (maestre de campo) Pedro de Ortega, and as Captain, Pedro Sarmiento, and furnished pilots and all equipment to go on this voyage; and that he knows and saw that with soldiers and other people who went on this voyage of discovery, this witness believes that the number given in the question went, and that there were about sixty soldiers, as the question states.

III.—To the third question he said that he refers to what will be said regarding the contents of the question by Licenciado Castro, and that this witness believes [Folio 201 v.] that according to the provisions and other things that were taken, that it was impossible not to have spent a great deal, and that it was public knowledge that money was taken from the exchequer of His Majesty.

IIII.—To the fourth question he replied that he knew and saw that on the nineteenth day of the month of November of the previous year, 1567, when the fleet was constructed and the said two vessels equiped and ready with the persons who were to sail on them, they left the port of the city of the Kings [Lima] on the said voyage of discovery, and with regard to the course and route they were to follow, this witness refers to the instructions which said governor, pilots and captains carried, and that on the twenty-eighth day of that month, while navigating on the high seas, this witness saw that between said Captain Sarmiento and Fernán Gallego, the chief pilot, a difference arose as to changing the course, and that against the will of said Captain Sarmiento, the course was changed to the direction and navigation ordered by said Hernán Gallego.

V.—To the fifth question he replied that after having navigated on this



course fifteen or seventeen days, a soldier named Manuel Alvarez said to another soldier named Alonso Rodriguez Franco: 'I believe I see land,' and said Alonso Rodriguez Franco looked in the direction that was pointed out to him and said: 'It seems to me to be land,' but this witness did not see said land, because he was ill, and said chief pilot said it was not land; and this was his reply to the question.

[Folio 202] VI.—To the sixth question he said that he knew and saw that the chief pilot got his way, and they followed the course he set and that certain days after they had been navigating on it this witness saw that said general and the pilots asked the opinion of said Pedro Sarmiento and they agreed to carry out his directions and all be of accord, and that his opinion was that they follow the course set until they discovered on it the island which they called 'Nombre de Jesus,' because they came across it on the eve of the Saint's Day of 'Nombre de Jesus.'

VII.—To the seventh question he replied that the contents thereof are true and this witness saw it happen and pass just as referred to in the question.

VIII.—To the eighth question he said that he knew that the island which the Spaniards called 'Santa Isabel' is a long strip of land, and has many people and big villages and rivers, is fertile with food grown on the land, and palms and almond trees, and that there are a great many pigs and castillian chickens and ring-doves and other birds which are good to eat, and that ginger grows there and many other fruit trees, and sarsaparilla and much timber for boats and other edifices, and rivers and cliffs which seemed to show that they contained gold, and that an Indian from that island, whose name he does not remember, when shown a golden chain by the Spaniards, had said that there was a lot of this metal on the other surrounding islands, and according to the conditions of said island, this witness states that the

soil is appropriate for producing and [Folio 202 v.] cultivating all kinds of fruit and grain, and that this witness has experience of cliffs and gold-bearing rivers, and that it seems to him that it is a land of gold, and that it will be found there. And asked again whether he thinks that said island and its lands is a country that should be conquered, and that His Majesty would be repaid by discovering it, and if money should be spent from his royal exchequer for this purpose, he replied that he repeats what he has already said, which is that if the land is peopled it will benefit His Majesty because there will be many gold mines opened up there, and besides, it would be a great service to Our Lord God, to convert and give the Christian doctrine to the natives.

IX.—To the ninth question he replied that he saw said Pedro de Ortega leave in a brig to sail around this island and to discover others, and this witness accompanied him, and they sailed round said island, which seemed to be very large, with cattle<sup>3</sup> and that while sailing around it this witness saw many rivers and cliffs, and these cliffs showed signs of containing gold.

X.—To the tenth question he replied that this witness saw that on this voyage the island mentioned in the question was discovered, and that the Spaniards named it "Guadalcana," that the Spaniards landed there and that an Indian approached who said he was the chieftain there, and he came in peace to the Spaniards and paid homage to His Majesty, and to said general in his name.

[Folio 203] XI.—To the eleventh question he replied that he knew that said island<sup>4</sup> of Guadalcana is very large and good and fertile and fit for all kinds of crops and raising of cattle, and that the natives of this island are very neat in their houses and polite, and very clean.

XII.—To the twelfth question he replied that near to the islands he has men-

<sup>3</sup> Here is a blank space.

<sup>4</sup> 'Esla' in the original.



tioned there are many more islands where this witness and other Spaniards landed, and that they are very nice with good earth and an abundance of the crops of the soil, and on all of them Castillian pigs and fowl and sugar cane and bananas.

XIII.—To the thirteenth question he replied that according to the neatness, intelligence and desire which the natives of said islands showed to learn about natural and polite things, which they demonstrated by their good will and great desire to learn, it seemed to this witness that they were all able and capable of acquiring and longing for the preaching of the Holy Gospel, because besides being people of the quality already mentioned, on whom it would be easy to impose the soft yoke of the true faith, they are enemies of drunkenness, and never indulge in drink. And this is his reply to the question, and that this witness does not know or believe anything to the contrary of what it contains.

XIII.—To the fourteenth question he replied that the reason why the Spaniards did not people said islands was because the natives were so many and the Spaniards so few, and that they did not have much ammunition and some Spaniards were ill, and that he remits [Folio 203 v.] himself to the opinion and the oath taken on the matter.

XV.—To the fifteenth question he replied that he repeats what he has already said to the previous question, and that what he has stated is the truth, and he did not sign because he said he could not write, and that he is more than forty-five years old.

['because he said he could not write' is interpolated between the lines.] [Rúbrica]

Before me,  
Juan García Torrico,  
Scrivener of His Majesty.

Witness.

After the above, on said day, month and year mentioned, the judge and pre-

fect appointed for this investigation took the legal oath of Diego de Aguilar, under which he promised to speak the truth and upon being questioned along the lines of the said questionnaire, he said the following:

I.—To the first question he replied that he had information about the islands mentioned therein, because this witness went there and stayed on some of them.

II.—To the second question he replied that he knows and saw that in the year sixty-seven said Governor Castro built and manned the fleet as mentioned in the question, on information furnished by said Pedro Sarmiento with regard to the islands and to go to conquer them, and he appointed the general and grand-master, pilots and captains as stated in the question.

III.—To the third question he replied that he knows and saw the funds for this voyage were taken from the royal exchequer, amounting to more than sixty thousand pesos.

[Folio 204] IIII.—To the fourth question he replied that he knows and saw that from the town and port of the city of the Kings said fleet left on the day mentioned in the question, and having navigated for fifteen days more or less, and being at a latitude of from fifteen to sixteen degrees, the course was altered, descending from that latitude, but this witness does not know by whose orders, and that by things he heard Pedro Sarmiento say, he understood that the change in course was against his will.

V.—To the fifth question he replied that after having sailed for some days after altering the course, he heard it said on the boat by said Alonso Rodriguez Franco that he had seen land, and he said it to the chief pilot, who, gazing in the direction that had been pointed out, said that it was not land.

VI.—To the sixth question he replied that he did not know.

VII.—To the seventh question he replied that he knows that the contents

thereof are so, because this witness saw that on the day mentioned therein the island named 'Santa Isabel' was discovered, because that is the name given to it, and the Spaniards landed thereon, and the 'tauriqui,' who is called the chieftain, in his own name and in his father's, came in peace and paid homage to His Majesty, and this was taken as testimony.

VIII.—To the eighth question he replied that he knows that said island of 'Santa Isabel' is very fertile and good, and that all the islands which they found have good soil and are fertile, with big towns, and that there are many pigs there, and Castillian [Folio 204 v.] fowl, and ring-doves and many other birds which are good to eat, and there is much ginger and many other fruit-bearing trees and sarsaparilla and much timber, and that the land is prepared and cultivated for farming and to produce all kinds of crops, and upon showing the Indians of one of the islands a small tile of gold, and asking him what it is called, he named it and said that on one of the neighbouring islands there was a lot of it, and upon asking him how it was found, they made the same devices as those to extract gold from the rivers, and upon asking him again whether he thought that said islands were good, and that their conquest would bring profit to His Majesty, and whether money should be spent from his royal exchequer for this purpose, he said that he knows that said land is good and has the qualities which he has mentioned, and of a kind where it is believed that His Majesty would derive much benefit, and that to exonerate the royal conscience it would be well to conquer and people said lands and to preach the Holy Gospel.

IX.—To the ninth question he replied that he knows and saw that said Pedro de Ortega sailed round that island, and this witness accompanied him and it seemed to be about two hundred and twenty leagues in circumference, and

contains everything mentioned in the question.

[Folio 205] [Question X is not included.]

XI.—To the eleventh question he replied that he knows and saw that on this voyage was discovered the island named by the Spaniards 'Guadalcanal,' and that said general and soldiers landed thereon, and the 'tauriqui' paid homage to His Majesty, and in his royal name possession was taken of it.

XII.—To the twelfth question he replied that he knows that said island of Guadalcanal was five hundred leagues in circumference, and has very fertile lands and a very great number of inhabitants, so that every kind of produce could be raised there; this is what he says with regard to this question.

XIII.—To the thirteenth question he replied that close to said islands there are many other fertile islands of the same kind as the others, and that according to the desire of the natives of whom he knew, they demonstrated that they knew many things of nature and were intelligent; this witness believes that it would be very easy to convert them, and for them to learn the true faith, because they are peaceful people and have no superstitions, and they live by natural law.

XIII.—To the fourteenth question he replied that he knows that the reason why the Spaniards did not people said islands was that they had spent all their munitions and provisions, and their arms were in poor condition and many of the Spaniards were ill and some of them had been killed by the Indians, or died of their illnesses, and that there were so many more Indians than Spaniards, and the islands so distant from this kingdom that it seemed impossible [Folio 205 v.] to maintain themselves there.

XV.—To the fifteenth question he replied that if the governor and the people who were with him had been powerful and able to people the said islands, and the drawbacks mentioned had not

existed, that if they had been conquered a great service would have been done for Our Lord God, and His Majesty. This is his reply to the question.

And that he knows Francisco Garcia Tarifeño, who went on that voyage, and believes him to be an honest man, God-fearing and of good principles, and this witness believes that he would not swerve from the truth for anything, and that what he has said is so; he signed this and said his age was thirty-five years.

Diego de Aguilar [Rúbrica]

Before me,

Jhoan Garcia Torrico,  
Scrivener of His Majesty

[Rúbrica]

[In the margin]

Another thing this witness said was from account of the Indians whom they found on all these islands they learned that in that neighbourhood there was a very large land, which was thought to be mainland, because although this island of Guadalcanal was very large, it seemed and they called it small. Diego de Aguilar [Rúbrica]

Before me,

Jhoan Garcia Torrico,  
Scrivener of His Majesty,

[Rúbrica]

Witness.

In the City of La Plata, on the fourth day of said month of June of that year, said judge and prefect appointed for this commission, took the oath in the legal manner of Manuel Alvarez, under which he promised to speak the truth, and upon being questioned he said the following:

[Folio 206] I.—To the first question he replied that he knew about the Western Islands, which are commonly called Solomon Islands, because he had been on some of them.

II.—To the second question he replied that he knows and saw that through information from said Pedro Sarmiento and by many other means, that said Licenciado Castro had constructed and

equipped the two ships mentioned in the question, and nominated as general said Alvaro de Mendaña, his nephew, and said Pedro de Ortega as grand-master, and said Pedro Sarmiento as captain, and that for this voyage the people mentioned in the question met.

III.—To the third question he replied that he knows that to do what is contained in the question a great quantity of gold pesos were spent from the royal exchequer, but that he does not know how many.

IV.—To the fourth question he replied that he knows that said two ships left Lima on the nineteenth of November of the year sixty-seven, and that after having navigated fifteen or sixteen days, being at a latitude of fifteen degrees, this witness and another soldier believed that they saw land, and this witness so informed the chief pilot, who said that it was not land which so appeared to them, and by orders of the chief pilot the course was altered one quarter to the northwest, descending, and this is his reply to the question.

V.—To the fifth question he said that he repeats what he had replied to the previous question.

[Folio 206 v.] VI.—To the sixth question he said that following the above-mentioned course, this witness saw that the ships sighted land which was an island, and which was named 'Nombre de Jesus' because it was discovered on that Saint's Day, and which was on the course taken by the chief pilot.

VII.—To the seventh question he said that he knows that its contents are true because he was present at the discovery of the said island of Santa Isabel, where they landed and the Spaniards went ashore, and the chieftain ['tauriqui'] of that island, for himself and for his father, paid homage to His Majesty, and in his royal name possession was taken of said island.

VIII.—To the eighth question he replied that he knows that on all the islands which were discovered on this voy-

age there were pigs and Castillian chickens and other birds and ring-doves, and it was very fertile and good soil, and that it seemed that it sufficed to produce all kinds of crops, and is populated land with many rivers and ravines, so that this witness believes it to be one of the best islands he has seen in his life, and that the natives of those islands told them that there was much gold, that there was another very large island from which they obtained many things, [Folio 207] and that according to the fertility and richness of this land it seems to this witness that His Majesty would be very well served if it were populated and the Holy Gospel were preached, and that due to the good news of there being gold there, this witness believes that by populating it, this would greatly increase the royal exchequer.

IX.—To the ninth question he said that he repeats what he had already said in reply to the previous question.

X.—To the tenth question he replied that its contents are true, and that said island of Guadalcanal was discovered, possession of which was taken in His Majesty's name, and the chieftain paid homage to His Majesty and to the Governor in his name, said island<sup>5</sup> having the qualities which he has already mentioned.

XI.—To the eleventh question he replied that he knows that said island of Guadalcanal is very large and fertile and has many inhabitants, and that the natives of this island are polite and clean and keep natural laws.

XII.—To the twelfth question he replied that he knows and saw that in the region of said islands there are other islands which seem to be fertile and good.

XIII.—To the thirteenth question he replied that he knows and saw that said natives of those islands are gentle and civilized and [Folio 207 v.] showed much good will and wish to know civilized and natural things and accepted with much delight what they began to teach them,

<sup>5</sup> 'esla' in the original.

and this witness believes that they are people who could easily be converted to the Holy Gospel and the faith of our Christian religion, and if it were preached to and taught to them, great service would be rendered to Our Lord.

XIII.—To the fourteenth question he replied that because the people of these islands were many and the Spaniards few and lacking munitions, they all thought it best not to stay there, except for two or three men who did not imagine [*consybiando*, sic!] what might happen, wanted to stay and people the islands.

XV.—To the fifteenth question he replied that if said general could have conquered said land, a great service would be done to Our Lord, which was not done because of what he has already said.

And that he knows said Diego de Aguilar and said Francisco Garcia Tarifeño, whom this witness knows to be honest men and that they went on this voyage, and that they must have spoken the truth about this case, and that this is the truth, and he signed, and is forty years old.

Manuel Alvarez [Rúbrica]

Before me,

Jhoan Garcia Torryco,  
Scrivener of His Majesty.

[Rúbrica]

[Folio 208] Witness.

In the said city of La Plata, on the said day, said gentlemen, Dr. Barros, judge of this royal court, and Captain Martin Garcia de Loyola, for this investigation, took the oath of Martin Alonso, under which he promised to say the truth, and upon being questioned, he said the following:

I.—To the first question he said that he knows about some of the islands mentioned in the question.

II.—To the second question he said that he knows that said Governor Castro constructed the two ships and had the men mentioned therein, and for the purpose it stated, and he appointed his



nephew as general, and Pedro de Ortega as master, and Pedro de Sarmiento as Captain, and prepared everything that was needed for the voyage.

III.—To the third question he replied that it was public knowledge that the expenditure was made as stated in the question.

III.—To the fourth question he replied that he knows and saw that from said City of the Kings said fleet sailed to go on this voyage of discovery, and after sailing for fifteen days, more or less, on instructions of the chief pilot Fernan Gallego, they changed their course, descending from the latitude where they had been, and that said Pedro Sarmiento did not approve of the change of course, in fact, he and the pilot had words on the above, because the course had been altered without his agreement.

[Folio 208 v.] IV.—To the fifth question he replied that he knows that on this voyage a sailor named Manuel Alvarez, while at the look-out post [crow's nest] on the mast, said he saw land and informed the pilot, and said chief pilot said it was not land and that it was a cloud; and said Alonso Rodriguez Franco said that it was land, and this witness also thought it was land, because they saw many birds and fishes.

VI.—To the sixth question he replied that by orders of and on the advice of said Pedro Sarmiento, they sailed on, and after a few days they discovered the island which they called 'Nombre de Jesus,' on which they could not land.

VII.—To the seventh question he replied that he knows about the question because he was there when the island of Santa Isabel was discovered, and saw that possession was taken of it in the name of His Majesty, and some of the indians came in peace, and the chieftain submitted to His Majesty.

VIII.—To the eighth question he replied that he knows that the island of Santa Isabel and the one they called Guadalcanal are islands with very fertile soil and with a plentiful supply of all

crops, and equipped to produce everything planted thereon, and this witness believes that they are the best lands he has even seen, and [Folio 209] such that if they were conquered and peopled, would greatly benefit His Majesty and bring him much good, because of the great news that the natives gave of having gold there, and due to the capacity of this land, and the experience of this witness with regard to gold mines, and because the natives advised that there were many other islands.

IX.—To the ninth question he replied that he knows that said islands are very large and fertile, as already said.

X.—To the tenth question he replied that he repeats what he has already stated in answer to the previous questions.

XI.—To the eleventh question he replied that he knows that said Guadalcanal Island is of the same quality as he has already stated, and has many towns as mentioned in the question.

XII.—To the twelfth question he replied that he knows and saw that in the neighbourhood of said islands there are many others, and these seemed to be very fertile and large.

XIII.—To the thirteenth question he replied that he knows that in view of the ability and neatness and wish that said indians showed to learn about natural things, and the joy they demonstrated in learning what was shown them, it would be easy to teach them the [Folio 209 v.] Christian faith, and they would take to it and learn it very soon, and great service would be done to God, Our Lord, because besides all that has been said already, these indians never get drunk.

XIII.—To the fourteenth question he replied that in the opinion of this witness said general and the people who accompanied him could have taken the islands and that he does not know for what reason they failed to do so.

XV.—To the fifteenth question he replied that by peopling these islands, if said general had done so, great service



would be done to Our Lord and to His Majesty; and that he knows said Francisco Garcia Tarifeño and Diego De Aguilar and Manuel Alvarez, who have borne witness in this suit, and that he considers them to be good men, who have spoken the truth; and that what he has said is the truth; and he did not sign because he said he could not write, and that he is fifty-five years old. [Rúbricas]

Before me,  
Jhoan Garcia Torrico,  
Scrivener of His Majesty  
[Rúbrica]

Witness:

In the City of La Plata, on the fourth day of said month and year, oath was taken in legal manner of Pedro de Castro, under which he promised to speak the truth, and the questions having been put to him, he replied as follows:

I.—To the first question he replied that he had information about the islands mentioned therein, because he had been on some of them.

II.—To the second question he replied that when Captain Sarmiento was in the city of Cuzco he wrote to Licenciado Castro, governor of this kingdom, informing him about these islands, and said governor sent for him, and that while he was in the city of the Kings, on instructions of said governor, the fleet of two ships mentioned in the question was constructed.

III.—To the third question he replied that he believed that in constructing said ships and equipping them fully the amount mentioned in the question must have been spent.

III.—To the fourth question he replied that he knows about it because he went on this voyage, and saw that being at the spot mentioned therein, the course was altered only on the opinion of said Fernan Gallego, and they went to a lower latitude from where they had been navigating.

V.—To the fifth question he replied that he did not know.

VI.—To the sixth question he replied

that he noticed that on the course set by said Hernan Gallego the island which they named 'Nombre de Jesus' was discovered.

VII.—To the seventh question he replied that he knows and saw that also another island was discovered which the Spaniards named Santa Isabel de la Estrella, and another one which they named Guadalcanal, on which islands the Spaniards landed, and the natives thereon came in peace, and their chiefs whom they calle 'tauriquis' [Folio 210 v.] paid homage to His Majesty.

VIII.—To the eighth question he replied that he knows that all these islands have good soil and contain all the things mentioned in the question, and that if they were peopled it would be very good service to His Majesty.

IX.—To the ninth question he replied that he had heard that the contents of this question had been mentioned by the people who went there on what is stated therein.

X.—To the tenth question he replied that he repeats what he has already said in the preceding question.

XI.—To the eleventh question he replied that he knows that said Guadalcanal Island is very large and has many indians thereon.

XII.—To the twelfth question he replied that this witness saw that in the neighbourhood of these islands there are many others which appear to be good and fertile.

XIII.—To the thirteenth question he replied that he understood that these natives were clever and had the desire to learn about natural things and politics, and he believed they were capable of learning the faith of Christ, and it would be easy to convert them.

XIII.—To the fourteenth question he replied that he did not know.

XV.—To the fifteenth question he replied that he believed that if said islands had been peopled, great service would have been done to God, Our Lord, but that it was not so decided, and that the

ammunition they had would have sufficed for said conquest.

And that he knows the witnesses who have testified in this suit, and knows them to be good men and good Christians, and such of whom this witness believes would only speak the truth; and that what he has stated is the truth, and he signed, and is twenty years old.

Pedro de Castro, [Rúbrica]

Before me,

Jhoan García Torrico,  
Scrivener of His Majesty.

[Rúbrica]

Witness:

In said city of La Plata, on said day, month and year, said gentlemen Doctor Barros, judge of this royal court, and Captain Loyola, by virtue of their commission, received the oath in legal manner of Don Juan de Mendoça, under which he promised to speak the truth, and upon being examined in the tenor of said questionnaire, he said the following:

I.—To the first question he replied that he knows about the islands which were discovered in the year sixty-seven [sic, 1568] because this witness was one of the soldiers who went on this voyage of discovery.

II.—To the second question he replied that he knows the contents of the question, because it was public knowledge that said [Folio 211 v.] Captain Sarmiento had given information regarding these islands to the governor, and by his intercession the said two ships were constructed, on which Alvaro de Mendaña was general, and Pedro de Ortega, the master, and said Pedro Sarmiento was the captain.

III.—To the third question he replied that he knows that on the costs of said voyages [sic] and on ship-stores and arms and relief a quantity of ducats were spent, but he does not know how many.

IIII.—To the fourth question he replied that he knows it because he was a seaman at the time.

V.—To the fifth question he replied

that he heard it said on the ship that there seemed to be land, and the general and the pilot ordered men to go aloft to the look-out post, and those who went up said it was not land, but clouds, and so they continued navigating on their course.

VI.—To the sixth question he replied that on said voyage the said general begged said Pedro Sarmiento to come on deck to discuss the course with the pilot; and so they discussed it and changed the route, and within a few days they saw land,<sup>6</sup> [?] it was the island which they named 'Nombre de Jesus.'

VII.—To the seventh, eighth, ninth, tenth, eleventh and twelfth question he replied that he saw that on this voyage they discovered and landed on the islands of Santa Isabel and the one they named Guadalcanal, and possession was taken of them in the name of His Majesty, and some indians from these islands came in peace, paying homage to His Majesty, and that he knows that these [Folio 212] islands have good fertile soil, and that there are many people there and many chickens and hogs from Castilla, ring-doves, ginger, and a kind of cinnamon made from the bark of trees, which the natives value highly and call 'laquefa,' and much timber for ship-building, and rivers, and those who understand about gold-bearing rivers, say these were gold-bearing, and that an indian advised that there was gold in that land, and that the natives extracted it with small broken trays, and that it seems to this witness that great service to God, Our Lord, and to His Majesty, would be done by populating said land, and that this would bring profit<sup>8</sup> to His Majesty, and much good to this kingdom, because on this land there are many souls and it is well populated.

XIII.—To the thirteenth question he replied that he understands that the natives of said islands took very kindly to

<sup>6</sup> Written over 'came' which is crossed out.

<sup>7</sup> Followed by 'in the name' which is crossed out.

<sup>8</sup> Followed by 'great,' crossed out.

the preaching of the Gospel, because when these indians came to the ships to see the Spaniards, as a sign of peace they muttered the name of Jesus, and made the sign of the Holy Cross with their hands, raising them.

XIIII.—To the fourteenth question he replied that said general had neither the men nor the arms to conquer said islands, because there were no more than fifty soldiers from Peru, and some of them had already died, and many of the other men were ill, and [Folio 212 v.] there were so many of the natives, and very little ammunition, and the arquebuses were worn out and the touch-holes of the guns were too large, and the black-smith was dead, killed by the natives, and if they had stayed there to conquer it it would have been of no use, because the natives would soon have killed them all, even if they had been many more, because in order to sustain themselves they would necessarily have had to make trips to the villages and huts to obtain provisions, and on such trips they would all have been killed, even if they did not make other trips than to obtain food. And that he knows the witnesses who have been examined in this suit, and knows that they are good men and of whom this witness believes that they have spoken the truth; and he signed, and says he is twenty-three years old.

[The words 'vinieron,' 'en el nombre,' 'grande' are crossed out; see note above; between the lines, 'o vieron.']

[Rúbrica]

Don Juan de Mendoza, [Rúbrica]

Before me,

Jhoan Garcia Torrico,  
Scrivener of His Majesty.

[Rúbrica]

Doctor Barros [Rúbrica]

I, Jhoan Garcia Torrico, Scrivener of His Majesty, before whom this proof was brought, by order of the illustrious Doctor Barros, Judge of this Royal Audiencia, have written it by my own hand

on these ten sheets of paper, and in testimony of the truth, I set my seal thereto.

Jhoan Garcia Torrico,  
Scrivener of His Majesty.

[Rúbrica]

Contributed by G. R. G. Conway

#### ANTE-BELLUM STEAMSHIP PROPULSION MACHINERY

THE following extracts from an undated manuscript notebook of First Assistant Engineer Richard C. Potts, U. S. Navy Engineers Corps, furnish interesting comparisons of various types of propulsion machinery found in United States naval vessels prior to the Civil War. Mr. Potts saw service on board U.S.S. *Allegheny*, *Powhatan* and other auxiliary steam warships. He was appointed Third Assistant Engineer on 15 November 1847 and was dropped from the rolls on 15 June 1861, possibly for Confederate sympathies. His note book, which was recently presented to the Office of Naval Records and Library, Navy Department, contains for the most part data and tables of too technical a nature to be of interest to NEPTUNE readers.

#### *Engines, Advantages & Disadvantages.*

*Side Lever.* The principal advantages are being well balanced, admit of a long connecting rod and works with little friction, is easy upon the working parts and if built well, costs but little to keep in order. The disadvantages are great weight, large space in the ship and the strain upon the hull is worse in beam Engines than in any other, because it has a pressure at each end and a pressure in the middle equal to both.

*Oscillating Engine* is very light, takes up very little room and is easily kept in repair, experience has proved that it does not wear badly on the piston rod stuffing box or Cyl<sup>r</sup> and the trunnions work well, the only trouble has been the Air Pump. All the arrangements have been very clumsy & require a great deal of machinery to work them, the best way in my

opinion is to work it from the Cyl<sup>r</sup> itself it has been tried and does not seem to affect the stuffing box as much as might be supposed. If the Air pump is worked as above the Stuffing box should be made a little deeper, and the piston rod might be increased somewhat in diameter. The strain as regards the hull is all at the centre.

*Inclined Engines* are better than the Side Lever, as many pieces are dispensed with, thereby making it lighter, but it occupies as much or more room. The strain on the hull is in a fore and aft direction, they are easily kept in repair and have the advantage of having all the working parts in full view.

*Back action Engines* are very good for the Screw, the piston rods being long require to be a little stiffer and should have an extra guide. The Condenser &c can come under the guides, these engines being athwartships, the strain on the hull is shoving apart in a lateral direction, which is very easily braced.

For high velocities I would use geering, it takes up but a little more room and preserves the working parts of the Engine very much, and is but little trouble if properly built and set up.

#### *Paddle Wheels*

Paddle wheels are of two kinds, Radial and Vertical, of the two, Radial or common wheel is most used, as it is much *lighter, cheaper, simpler, strong* and easy to keep in *repair*, it is subject to a loss by the paddles entering and leaving the water obliquely. and its greatest objection is the variable dip, caused by the difference of draft of the vessel entering and leaving port, it loses by slip as in the screw, it yields or secedes from the paddles and the amount is represented by the rate of the wheel minus the rate of the ship, divided by the rate of the wheel, thus  $\frac{8000-7000}{8000} \times 100 =$  per ct of slip. The rate of the wheel is taken at the centre of pressure. In light immersions the Radial is superior to the Vertical wheel.

The Vertical Wheel (feathering) is very heavy, costs a great deal, is difficult to keep in order on account of the number of working parts, and is not so strong, its advantages consist in having no loss by oblique action, is not much affected by deep immersions, and eases the continual jar upon crank pins by the regularity of its motion.

*Contributed by Alexander Crosby Brown*

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## Queries and Answers

26. *SHIP Goddess*. An oil painting of the ship *Goddess*, built at Medford, Massachusetts, in 1855 by Hayden and Cudworth is reproduced in *Panorama—Harry Shaw Newman Gallery*, Vol. I, No. 6 (March 1946), p. 69, published by the Gallery, 150 Lexington Avenue, New York 16.

W. M. WHITEHILL

66. *PINKYS*. The whereabouts of details and photographs are requested concerning the customary deck lay-out of the Chebacco boats or pinkys as they were called when they developed into larger boats. Also I understand the older pinkys (1810) were painted outside with pitch put on hot. When copper paint was first on the market, did any of the fishermen use it on their pinkys, and if so what was the usual color combination? The above information is requested only for the pinkys built in the parish of Chebacco, now the town of Essex, Massachusetts.

W. B. YARNALL

67. *ALEXANDER STUART*. The Naval Historical Foundation has recently acquired a fine water color of the USS *Oclorara*, drawn by Alexander Stuart in 1863. Anything concerning Stuart's work as a marine artist would be appreciated.

M. V. BREWINGTON

68. *FRIGATE Hancock*. The spar dimensions of the Continental frigate *Hancock*, built at Newburyport, Massachusetts, in 1776 are urgently wanted by the Office of Naval Records and Library, Navy Department, Washington 25, D. C. Can any reader be of assistance?

69. *CHINA TRADE*. What types of uniforms, if any, and if not what type of clothes, were worn by the officers and crews of the vessels of the earliest United States-China trade (1783-1790)? I would like to find out what they wore both on shipboard and ashore in China, and more especially what the shipmasters wore in their business contacts with the Canton merchants and their social contacts in Macao.

Were there any stoves used in the ships in this trade, and if so what was the fuel? Coal or wood? Some authorities state that open hearths were used, but I have seen a model of what looks to me like an iron stove.

Was the custom of flying enemy colors on approaching an enemy ship and then shifting to our own colors usual? And was it considered allowable in naval warfare of that day?

LAURENCE SCHWAB

*SEA LANGUAGE*. Answering Captain S. E. Morison's review of Joanna C. Colcord's *Sea Language Comes Ashore* (NEPTUNE, V, 166), throwing out bait for letters from other readers, may I submit the following?

Miss Colcord (p. 38) defines 'booby hatch' as a hatch 'leading to a storage under the poop.' In my *The Making of a Sailor* (Marine Research Society publication number 17), p. 251, I tell of the booby hatch capsizing from the mizzen hatch and washing across the deck. Our booby hatch was not on the poop. The hatch on the poop was called the 'lazerette.'



Again I beg to differ from her pronunciation of the different points of the compass. I sailed the seas in the year 1875, the youngest of four brothers all deep water sailors. I have compiled a book, *Chanteying aboard American ships*, which some day I hope some publisher will put in print after the restriction of paper is lifted. From this I quote:

The sailor's etiquette is vastly different from the landsman, i.e., he took the liberty to change the points, north and south into two different pronunciations, calling north, *nothe*, and south, *southe*. The points in the mariner's compass run from north to south to the eastward. I was taught in boxing the compass to draw an imaginary line from north to south, separating the compass into two halves. For *all* points east, take the *soft* sound. For *all* points west, the *hard* sound, thus:

*Soft Sound*

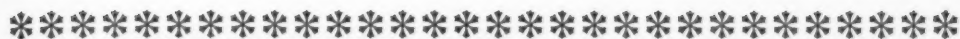
Nothe  
Nothe by east  
No'-nothe-east  
Nothe-east by nothe  
Nothe-east  
Nothe-east by east  
East-nothe-east  
East by nothe  
East  
East by southe  
East-southe-east  
Southe-east by east  
Southe-east  
Southe-east by southe  
Sou'-southe-east  
Southe by east  
Southe.

*Hard Sound*

Sou' by west  
Sou' -sou'-west  
Sou'-west by sou'  
Sou'-west  
Sou'-west by west  
West-sou'-west  
West by sou'  
West  
West by nor'  
West-nor'-west  
Nor'-west by west  
Nor'-west  
Nor'-west by nor'  
Nor'-nor'-west  
Nor' by west  
Nothe.

Many sailors of today disregard the hard and soft sounds, showing that times and customs change as we grow older. I have heard many a sailor, and even pilots on Puget Sound, say, 'The wind was nor'-east,' which is enough to put a crimp in one's tongue.

FREDERICK PEASE HARLOW



# News

## THE MARINERS' MUSEUM

*Newport News, Virginia.* Commencing on Navy Day, 27 October 1945, an exhibition 'United States Naval Ships, Actions and Portraits in Prints, Paintings, Models and China, 1776-1945' was opened in the north wing of the museum. Seventy-eight prints and oils ranging chronologically from a mezzotint portrait of Commodore Esek Hopkins to the painting of U.S.S. *Midway* by T. C. Skinner are in the exhibit. Sixteen models, a collection of chinaware, manuscript log-books of U.S.S. *Ranger*, *Constitution*, and *Vincennes*, and other items were also in the exhibition which will remain open through the summer. A list catalogue of eight pages is available.

The typescript Annual Report of the Museum indicates that the most noteworthy acquisition for 1945 was the Robert B. Noyes Collection of books, prints, paintings and maps, one of which locates D'Ayllon's Cape Fear River settlement of 1526. This is considered by several authorities as the site of the building of the first vessel constructed within the present confines of the United States.

## PEABODY MUSEUM

*Salem, Massachusetts.* The Trustees of the Peabody Museum of Salem at their March 1946 meeting accepted the resignation of Commander Walter Muir Whitehill, USNR, as Assistant Director of the Museum, and appointed him to the honorary position of Historian. Commander Whitehill, who has been on

military leave from the Museum since November 1942, will become Librarian of the Boston Athenaeum in July next, upon completion of his present duty in the Office of Naval Records and Library, Navy Department.

## PEABODY MUSEUM MARINE ASSOCIATES

*Salem, Massachusetts.* At the 23 July 1945 meeting Angus D. MacDonnel, President of the Society of American Shipbuilders and Designers, Quincy, Massachusetts, spoke on 'Modern Warship Construction.' On 22 October 1945 A. A. Mattsson of Marblehead spoke on 'Model Yachting'; exhibited racing models and explained the working of the patent steering gear adopted for the models shown.

## NOTES ON CONTRIBUTORS TO THE AMERICAN NEPTUNE

Kenneth Scott is a master at St. Paul's School, Concord, New Hampshire.

William D. Hoyt, Jr., is Assistant Director of the Maryland Historical Society, Baltimore.

Frederick Pease Harlow of Seattle, Washington, whose experience at sea goes back seventy years, and whose book *The Making of a Sailor* is familiar to many readers, contributes verses based upon an incident during a voyage of the ship *Akbar* in 1876.

Philip M. Marsh writes from the Huntington Library, San Marino, California.

Jerry MacMullen, whose book *Ships of the Redwood Coast* is reviewed in this issue, has returned to his customary newspaper writing and photography after several years of active duty as an officer in the United States Naval Reserve.

Harold Bowditch is a physician in Brookline, Massachusetts.

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## Book Reviews

JACK MCNAIRN AND JERRY MACMULLEN, *Ships of the Redwood Coast* (Stanford University: Stanford University Press, 1945). 7" x 10 1/4", cloth. x + 156 pages, illustrated with photographs and drawings. \$3.00.

The Pacific coast lumber schooner, a unique and interesting type, is the subject of this lively and entertaining volume. With the growth of the great cities of the California coast, the redwood forests of the country north of San Francisco were cut extensively and shipped south for building material. Land transportation was almost non-existent in this area, and therefore, in spite of little adequate shelter for loading, this lumber was shipped wholly by sea until the advent of rail and highway transportation in the twentieth century.

The rough seas, fogs, and virtual absence of harbors at lumber loading points called for sturdy vessels and first class seamanship in their operation. Steam offered such great advantages over sail in such a trade that engines began to be installed in already-built coastwise schooners about 1880. Soon after, 'steam schooners' were built specifically for the service, and until the 1930's the steam lumber schooner was a familiar sight in Pacific coast ports. In its brief chapters, the book contains material on the northern coast of California and the lumber industry, coastwise shipping prior to the steam schooners, the development and character of the wooden steam schooners, the nature of steam schooner operations in the lumber trade and in other subsidiary services, owners, builders, masters, passengers, cargoes, wrecks, the later steel lumber schooners, the extension of the trade to Oregon and Washington ports, log rafts, and the decline of the trade. The appendices contain the names, tonnages, owners, builders, building dates, and disposition of two hundred and twenty-five wooden steam schooners; a list of steam schooner conversions; a list of steam schooner operators; a list of the lumber ports of northern California; and a roster of masters of wooden steam schooners. There are reproductions of thirty-six photographs as well as a number of sketches by Mr. MacMullen. The book has a brief bibliography and a complete index.

Although this is by no means a definitive account, the authors have made use of contemporary newspapers and local histories, as well as gathering yarns and oral tradition of the lumber schooners from men who owned and sailed them. Some phases of the subject, on which material may not have been readily available, have been neglected. Thus the activities of Captain Robert Dollar in the lumber trade are only briefly mentioned while other and lesser figures receive more attention. Of the details of the size of the trade and of its business and financial side there is little information. The large proportion of events and instances drawn from the twentieth century indicates either inadequate research or lack of material on the earlier period. In discussing the sale of Astoria (page 11), no mention is made of the War of 1812 as a factor; and in the accounts of Pacific coastwise steamship lines on

pages 87-88, there are some errors and generalizations so broad as to be misleading.

In connection with this book, the notes of David W. Dickie, a builder of steam schooners, in *Historical Transactions 1893-1943* of the Society of Naval Architects and Marine Engineers (reviewed in *THE AMERICAN NEPTUNE*, VI, 86), should be read.

Despite its faults, this book, like Mr. MacMullen's other recent book, *Paddle wheel days in California*, is an excellent introduction to the subject. It is written with spirit and enthusiasm, catching a large measure of the flavor of the small ships and rough voyages of the lumber trade on the California coast.

ROBERT EARLE ANDERSON, *The Merchant Marine and World Frontiers* (New York: Cornell Maritime Press, 1945). 5¾" x 9", cloth. 205 pages, 24 illustrations. \$3.00.

*The Merchant Marine and World Frontiers* has all the aspects of a government hand-out; it glorifies the work of the Maritime Commission; it gives readers only that part of the picture that its author considers their limited mentalities capable of effortlessly assimilating; it is neatly illustrated with simple little graphs to supplement the text, and it admits the American Merchant Marine is a problem without presenting any specific solution.

A dispassionate discussion of the post-war merchant marine is sadly needed, but Mr. Anderson is not the man to do it. He is following the Maritime Commission line of thought, which defends their creation of 2800 Liberty Ships, glorifies the design of a few standard types of cargo ships in lieu of specific designs for individual needs, glosses over the rather obvious fact that, in times of peace, most American ship operation in foreign trade service has never proven economically justifiable.

There are many errors in the text, many opinions stated as if they were facts. Perhaps the most satisfactory item is a glowing wrapper covered with testimonials by Messrs. Baruch and Kaiser and Vice Admiral Land. But, even this is marred by the author's thumbnail biography, which is completely damning in that it credits him with inventing the cage masts that our naval vessels carried for so many years!

HENRY STOMMEL, *Science of the Seven Seas* (New York: Cornell Maritime Press, 1945). 5" x 7½", cloth, xvi + 208 pages, illustrated. \$2.50.

As a primer of oceanography, this little volume provides a highly readable introduction to marine scientific phenomena without burdening the lay reader with mathematics or a large amount of theory. Since the author is a physicist, his discussion of ocean organisms is limited to the captions of some forty excellent photographs, while meteorology and astronomy receive more detailed treatment; terrestrial magnetism, however, is ignored.

Errors and omissions in a book of this kind are inevitable. The statement that hail occurs only during thunderstorms is questionable. The Plimsoll mark on a steamer is adjusted (except for fresh water) in anticipation of the weather to be encountered, not in accordance with the density of the water of the ocean to be crossed. The green color of coastal waters is not due to reflection from the bottom, but to a

dissolved yellow pigment associated with plant life. A *cotidal line* connects points having the same *phase* of the tide at a given time. Coring tubes for obtaining samples of the ocean bottom will work well by gravity and inertia without needing explosives to drive them into the mud. The titration of sea water to measure chlorinity is one of the most precise determinations in analytical chemistry, and 'crude' is hardly a fair adjective to use in connection with it. The important fact that wind-driven surface water moves  $45^\circ$  *cum sole*<sup>1</sup> from the direction of the wind is omitted.

Ten of the illustrations are from recent deep-water photographs of the ocean bottom by Dr. Maurice Ewing.

CAPTAIN H. A. BALDRIDGE, U.S.N. (ret.), *A Catalogue of the Rosenbach Collection of Memorable Documents Depicting the Rise and Development of the American Navy* (Annapolis: U. S. Naval Academy Museum, 1945). 6½" x 8½", paper covers, 12 pages.

Check list of forty-seven items represented in the collection together with foreword by Captain Baldrige, Curator of the Museum.

<sup>1</sup> *cum sole* = *with the sun*; i.e. clockwise in the northern hemisphere and counterclockwise in the southern hemisphere.